

MEMORIALS

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DESIGNS & ESTIMATES

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FOUNDED 1861. 六拜禮 號四十月七英港香 SATURDAY, JULY 14, 1928. 日七廿月五

SAVIDGE TRIBUNAL FINDINGS.

CONFLICTING VIEWS ON POLICE.

LABOUR M.P.'S CENSURE ON SCOTLAND YARD.

SUSPICIOUS EVIDENCE.

London, July 13.
The Majority Report of the Savidge Tribunal, signed by Sir Eldon Barker and Mr. John Withers (Conservative M.P. for Cambridge University) holds that the police who were responsible for bringing Miss Savidge to Scotland Yard are not blameworthy.
It is also held that the Director of Public Prosecutions had followed the accepted practice, indeed, the only practice open to him, by endeavouring to obtain a statement from Miss Savidge, and that the latter was not intimidated into answering questions, nor was she treated with any lack of propriety by Inspector Collins or Sergeant Clark.

Statements Not Accepted.
Her answers were properly recorded, and it was impossible to accept her statements in material matters where there was a conflict in the evidence between her and Inspector Collins.

As regards the action of Chief Constable Wensley, Superintendent Savage and Chief Inspector Collins in bringing Miss Savidge to Scotland Yard, they are held unblameworthy, only because they followed what was the established practice, but the application of the practice in this particular case is disapproved because Miss Savidge should have been approached through her parents.

Police Censured.
The Minority Report, signed by Professor Lees Smith, Labour M.P. for Kelghley, says that the method of taking Miss Savidge to Scotland Yard is deserving of censure, of which the chief part falls on Inspector Collins, and a minor share on Chief Constable Wensley and Superintendent Savage, because Miss Savidge was misled as regards the nature of the enquiry she would have to undergo regarding her interrogation at Scotland Yard.
Professor Lees Smith concludes that Miss Savidge was a more credible witness than either Inspector Collins or Sergeant Clark.

Simple and Child-Like.
The impression she made in the witness-box was "frank, simple and child-like," whereas "the mechanical precision with which the chief police witnesses corroborated every detail of each other's statements, casts suspicion on their evidence."
The police asked Miss Savidge questions which they ought not to have asked and certain of her replies were forced into a form misrepresenting what she wished to say.

Perils to Liberty.
Professor Lees Smith says that grave perils to private citizens and civil liberty are revealed by Miss Savidge's experience and concludes by suggesting fifteen questions regarding the Scotland Yard system, a full reply to which will need investigation into still wider fields of police administration and control.—*Reuter*.

Need for Amendment.
A British wireless report states that although the usual practice was followed by the police and no coercion was used, the Majority Report expresses the view that the practice should be amended and steps be taken to secure that when the character or reputation of a witness is the matter chiefly involved in an enquiry, and where the consequences of making a statement may be greatly to his or her prejudice, the witness should be informed beforehand of its nature and possible consequences. Only in case of necessity should such a person be taken to a Police Station to make a statement.
The Reports will be discussed in the House of Commons next week.

TYPHOON FEAR NOW DISPELLED.

PASSING WELL SOUTH OF THE COLONY.

DAMAGE AT PRATAS.

Having had ample warning of the near approach of the typhoon, Hongkong has made every preparation for eventualities. Observations reports last night indicated the possibility of the typhoon striking the Colony some time this forenoon, but later indications are that it is still a good way off and, if it continues its present course, it should pass south of Hongkong, probably at a point to the west of Macao, this afternoon or evening.

Pratas Damage.
With regard to the report that the Pratas wireless station has been wrecked, inquiries made by a *Telegraph* reporter indicate that it is unlikely that anything more has happened than the aerial being blown down. Communication has been stopped between Pratas and Hongkong, the Royal Observatory having to rely on its own observations.
Apparently the typhoon, passing close to the Pratas yesterday afternoon, wrecked the aerial and entirely stopped communication. Erection of a temporary aerial will be difficult, owing to the wind force at the exposed island.

Going South.
The position of the typhoon was given at 7.30 this morning as being in Lat. 21 N. and Long. 115 E., or about 100 miles S.S.E. of Hongkong, moving W.N.W. The warning indicated that it was probable that the full force of the typhoon would not be felt here. If it keeps on its present track and continues to move at the same rate, a gale appears likely during this afternoon or evening, and it is probable that the typhoon will pass to the south of Gap Rock.

Well Clear.
A message received at the Harbour Office from the Royal Observatory at 10.50 this morning stated that the typhoon was within 60 miles of Lat. 21 N. and Long. 114 E., moving west. The position as shown on the chart is approximately 100 miles almost due south of Hongkong.
The Observatory report issued at 10.55 a.m. states that unless the typhoon takes a more northerly track, of which there are at present no indications, no serious increase of wind is anticipated. The forecast up to noon to-morrow is:—Strong north-east or east winds, moderating; overcast.

Shipping Precautions.
The Naval Yard was cleared of vessels yesterday afternoon, the warships taking up positions at buoys, while merchant vessels at Kowloon wharves moved out later in the day, a number proceeding to Kowloon and Junk Buys.
As from last night, the sailing of river steamers was generally suspended, but the San Nam Hoi and On Lee both sailed for Kowloon, while the Kong Ning, for Wuchow, took shelter behind Stonecutters. It is understood that both the Fatsan and Sui An, scheduled to sail for Canton and Macao respectively this morning, went to shelter and still remain there.
Last night's river arrivals only remained alongside their wharves sufficiently long to discharge passengers, returning this morning to land cargo. This is still proceeding, with all officers on board and the ships standing by for further warnings. There was a general lack of activity on the waterfront this morning, with many shops boarded up, while the western end of the Pratas was entirely deserted.

LABOUR GAIN.
RESULT OF THE HALIFAX BY-ELECTION.
London, July 13.
The by-election at Halifax, caused by the resignation of the ex-Speaker, Mr. J. H. Whitley (Liberal), has resulted as follows:—
Mr. Barnes (Lab.) 12,636
Major Crossley (Con.) 10,604
—*Reuter*.

CAPITAL WORK BY "KRASSIN."

HOW VIGLIERI PARTY WAS SAVED.

SOVIET SHIP ALSO PICKS UP WOULD-BE RESCUERS.

Moscow, July 13.
A graphic account of the rescue of Lieutenant Viglieri and his companions is told by Professor Samoilovich, who is in command of the "Krassin" Expedition, in a report to the Soviet Government.
Watchers on the decks of the ice-breaker saw their first signs of life in a badly wrecked aeroplane, which turned out to be that in which Captain Lundborg, the Swedish aviator crashed.
Shortly afterwards the red tent, in which the Viglieri party have

ETON V. HARROW.

Etonian Wickets Fall Rapidly at Lord's.

HARROW WELL ON TOP.

London, July 13.
Harrow had established a sound advantage at the end of today's play in the annual match against Eton at Lord's.
The scores were:
Eton: 126.
Harrow: 234.
Eton: 44 for 2 wickets.
—*British Wireless*.

FRENCH NATIONAL DAY.

ITS OBSERVANCE IN HONGKONG.

To-day is the anniversary of the taking of the Bastille, the turning point in the French Revolution. It is being observed as a National holiday by the local French community. The tricolour is being flown alongside the Union Jack outside French business offices.
As has been customary for years past, the day was celebrated by an official reception given by the French Consul (M. Dufau de la Prade) to Government officials, members of the Consular Body and local residents, at his residence at Peak Road at 11 o'clock this morning. Following this, there was a reunion of members of the French community.

BRITISH AVIATION DISASTER.

FOUR KILLED IN A TEST FLIGHT.

London, July 13.
A small single-engined aeroplane used by the Imperial Airways to carry baggage between London and the Continent crashed at Purley during a test flight.
Four were killed, including Mr. Hall, an aeronautical inspector at the Croydon Aerodrome, and two girl typists employed at the Aerodrome who had made a request for a flight.
Two others were injured, including the pilot, Captain Spafford.—*Reuter*.

WARSPITE DAMAGED.

STRIKES UNCHARTED ROCK IN AEGEAN SEA.

London, July 13.
The Admiralty reports that H.M.S. Warspite has struck an uncharted obstruction near the Island of Skiaphos in the Aegean Sea, where the chart showed from 57 to 67 fathoms.
The vessel is slightly damaged and has her three double-bottomed compartments flooded. She will probably have to return to Malta to be docked.—*Reuter*.

U.S. PRESIDENTIAL CAMPAIGN.

KU KLUX KLAN HANGS SMITH'S EFFIGY.

WOMEN AND "WETS."

Birmingham (Ala.), July 7.
The *Birmingham News* said today that the Ku Klux Klan, lodge of the Ku Klux Klan, anti-Catholic and so-called 100 per cent. American organization, had hanged Governor Alfred Smith's effigy. The demonstration was witnessed by 200 persons.
The spokesman denounced the "steam roller tactics" employed by the Smith group at the Houston convention.

Against the "Wets."
Washington, July 6.
Mrs. Clem Shaver, wife of the Democratic national committee chairman, issued a statement here today saying that "women won't support the dripping wet ticket and the joke platform named by the Tammany delegates at the convention in Houston."

Tariff a Big Issue.

Washington, July 6.
The tariff question was described by Chairman Work, of the Republican National Committee, as one of the outstanding issues of the present presidential campaign.
He said that the United States needed a tariff to protect American workmen in mills, mines and fields against the cheap labour competition of other nations and "to give employment to our workers so that they may buy the product of our farms."

RESULTS AT A GLANCE.

Gloucester defeated Essex by seven wickets.
Kent won by eight wickets v. Hampshire.
Notts defeated Northants by 288 runs.
Yorkshire defeated Derbyshire by an innings and 62 runs.
Sussex won on the first innings v. Warwick.
Lancashire won on the first innings v. Worcester.

HONOURS LISTS.

The principal individual performances were as follows:
Batting.
Hammond (Gloucester) 244
Gunn G. (Notts) 159
Hollows (Lancashire) 154
Leyland (Yorkshire) 149
Fox (Worcester) 148
Gibbons (Worcester) 140
Ashdown (Kent) 136
Mead (Hampshire) 130
Parsons (Warwick) 130
H. Parks (Sussex) 127
O'Connor (Essex) 124
Watson (Lancashire) 115
Russell (Essex) 113
Sutcliffe (Yorkshire) 111
Croom (Warwick) 104
A. W. Carr (Notts) 100
Not Out.
Freeman (Kent) 6 for 57
Tyldesley R. (Lancs.) 5 for 36

HAMMOND AGAIN.

Flogs Essex Bowling for 244 Runs.

Playing a truly remarkable innings, Hammond practically won Gloucester's match against Essex at Chelmsford off his own bat. The Gloucester total exceeded the 500 mark, and Essex were forced to follow on.
Gloucester won easily by seven wickets the scores being:
Gloucester: 523.
Essex: 161 and 388.
Gloucester: 30 for 3 wickets.

Gloucester batted first and scored with delightful freedom on the perfect wicket. Hammond went for the bowling in light-hearted fashion, hitting fiercely, though not entirely without blemish. He at last succumbed after making 244, his highest score of the season.
Essex collapsed in a way. The Gloucester bowlers rattled them out for 161, and forced the follow-on. O'Connor and Russell made a splendid stand in an effort to avoid the innings defeat and in spite of some splendid bowling by Parker, Gloucester won easily by seven wickets.
(Continued on Page 10.)

WORCESTER HOLD IANCS.

BIG COUNTY CRICKET SURPRISES.

ANOTHER BRILLIANT SCORE BY HAMMOND.

WHILE SUN SHINES.

London, July 13.
England is enjoying a period of perfect cloudless weather with the result that batsman achieved complete mastery over the ball in the majority of the county cricket matches concluded yesterday.

Illustrative of the conditions is the fact that Worcester, the only side without a victory, batted to such purpose in their second innings against Lancashire's giants, that following on, they converted arrears of 319 runs on the first innings into a lead of 165, and still had two wickets in hand when stumps were drawn yesterday.

A most unusual feature was that two centuries were scored for Worcester in the course of one innings, while their total of 478 for 8 wickets must be the largest for many seasons.

Heavy scoring was, indeed, marked in all matches, and though only six county games are recorded, no fewer than sixteen centuries were scored.

Kent won their twelfth match, while Gloucester scored a capital win against Essex. Hammond making 244 runs for the visitors in their first innings. Over 1,100 runs were scored for the loss of 33 wickets.

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Bulls and Innors

From the Office Butts.

The Judging Committee refused to accept the Wanchal needle. The *Hongkong Government Gazette* notifies that the Treaty of Friendship with Paraguay has been extended for another year. Hearts entwined and pierced with an arrow; (2) An undraped lady relieved to know that there's no holding a beer bottle; (3) An eagle swallowing a snake (on the chest).

"Reader"—We see no Utopia right ahead just now. It probably will be several years before there will be fans for ferry passengers.

A sacred lizard has arrived from Bangkok. Isn't it a pity the Peninsula Hotel isn't open yet?

There is more joy in Police Headquarters over one hawk that was fined than over the ninety and nine still left shouting in Wyndham Street.

G. O. W. Calling:—Hongkong Government Broadcasting Station:—"We will now have our Weekly Chat." The subject to-night is entitled "The Andalusian Three-Toed Ibis in its Natural Surroundings" by Colonel Guff.

"This will be followed by a short talk by one of our Public Waste Department officials, the subject being 'How to Guesstimate the Cost of putting an extra floor on Modern Coolie Quarters.'"

Sunday's Broadcast:—"Rock of Ages," by the Morrison Hill Coolies' Choir.

An advertiser wants to sell a 160-lb. Pullum bar-bell set. Good chance for some of our dentists.

In a recent traffic case the constable appeared to be the Observer instead of the defendant.

MacWhirter, he says it's a pity that women can't wear garden hose.

In Des Voeux Road:—Seller, Siller and Saler.

Reference the latest weather reports and political announcements, it seems they are always having a breeze in Shanghai.

The cinema has descended to banalities. A film this week was entitled "Women Love Diamonds."

Samples of Cherry Blossom, given away at the Star Ferry, would appear to indicate that Kowloon folks are lacking in polish.

There is no truth in the story that a Scotsman bought a 10 cent Ferry ticket to get a tin of Cherry Blossom and to see the wharf Cinematograph show.

It is rumoured that a certain local legislator is very annoyed at having a Hongkong road named after him.

As predicted, the cost of the alterations at the Colonial Secretary's Office is, like the additional storey, gradually going up.

We are surprised that no newspaper headed a recent Legislative Council finance vote:—"Lifts for Lazy Legislators."

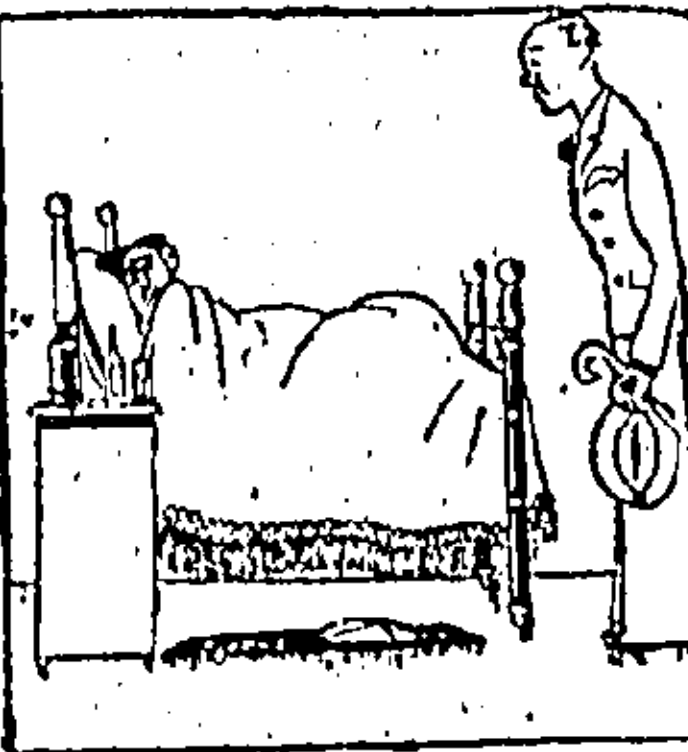
Hongkong motorist's farewell to his paint:—"Tar, tar."

"Back Splh" of the *Post* suggests the erection of a number of shelters at various points on the Fanning Course. Here might be found the solution of the whole in one—if refreshments were available.

It is stated that the new saving who can find the seventh Government Malarologists, when vertebrate, is lucky.

Lancashire wants to cotton to the China trade.

"H. C."—We know the difficulty of filling space, but your remarks on military hands, woclasts, and dollars only go to prove the truth of the adage: "What is the use of being ignorant if you don't show can put a Fillip-in-a baseball team, it?"



Visitor, to patient, who hails from Aberdeen: "Was the operation very painful?"

Patient: "Ay, it'll cost me nearly all my savings."

Whilst bathing at Repulse Bay, a police inspector trod on a set of false teeth. If he'd been fishing, he'd have nearly had a bite.

This wireless competition is getting terrible. According to the *China Mail*, the radio rate between Hongkong and Canton has now been reduced to "0 cents (Hongkong currency) per word."

Local headlines on the Italian flight:—"Arrival at the Brazilian Capital:—Not Going to Rio." Maybe they were making a shot for de Janeiro.

It looks as if, in future, our Civil Servants are liable to become exposed to decrements of various shapes and sizes.

McWhirter points out the value of the decimal system, as exemplified by 36 pages of tables in the *Government Gazette*, but says the simplest method of avoiding brain-fever is to remain a bachelor.

Judging from the dates on some of their news items, one of our contemporaries must have invested in a wireless set.

What about some of our Civil Servants consulting the Mystery Man for an explanation of the Widows' and Orphans' Pension scheme?

Hongkong has had no plague for four years, excepting, of course, the Wyndham Street hawkers and the Mayor of Taiipo.

Now that Lieut. Tyrwhitt has been appointed as Flag Lieut. in the local Commander-in-Chief, naval quotations are at pa.

The person interested in life of the new saving who can find the seventh Government Malarologists, when vertebrate, is lucky.

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4320 (Solo) Triumphal March
937D (Solo) What Does it Matter?
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TEL Central 25

MERCHANTS AT LAW.

CLAIM AND COUNTERCLAIM OVER SALE OF HAM.

A claim for \$804.43 for goods sold and delivered and a counterclaim for \$448.16, the latter in respect of a failure to deliver five hams, were heard in the Summary Court yesterday afternoon by Mr. Justice Jackson.

The plaintiff was Wong Foo who claimed the first named amount as the assignee of book debts of the Yue Fung Yuen Firm, No. 82, Connaught Road West, for goods sold and delivered to the Tak Chun Firm, the defendant. The defendant alleged that they had suffered damages because the Yue Fung Yuen Firm had not delivered five hams of ham as they had contracted to do, and counterclaimed for \$448.16. The counterclaim stated that the Yue Fung Yuen Firm were to deliver 10 hams of ham at \$61 per picul. Of that amount the delivery of five hams had been effected which was the subject of the claim. It was claimed that the remaining five had not been delivered owing to the failure of the firm. The defendant had paid \$356.28 into court which, it was claimed, was all that the plaintiffs were entitled to.

Mr. F. E. Nash was for the Yue Fung Yuen Firm and Mr. F. H. Loseby represented the Tak Chun Firm.

Could not Deliver.

Giving evidence in regard to the counterclaim, the manager of the defendant firm stated that his dealings with the Yue Fung Yuen Firm extended over a period of many years. When he told his purchasing agent to ask for the delivery of the remaining five hams of ham the latter returned and said that the firm could not give delivery. Although the market was going up, witness said that he did not think it would be a wise move to take legal proceedings at that stage. When he found that the business had been sold to others, however, he was compelled to take proceedings.

Asked by his Lordship whether it was the policy of Chinese merchants to allow such a breach of contract to continue for so long, witness explained that as business was bad in those days merchants could not afford to quarrel with each other. Witness also added that they had possession of money belonging to the Yue Fung Yuen as a result of their years of dealing with each other. He thought it would be better to wait while and settle the matter in a friendly manner, adding that when a person wanted money he would consent to anything.

His Lordship asked why delivery had not been pressed for and Mr. Loseby answered that the policy of amicable settlement was a wise one and added that it was only natural that the Tak Chun Firm would not wish to come to court unless they were forced as they held money belonging to the Yue Fung Yuen Firm.

Mr. Nash argued that a time limit should be set for a breach of contract and added that if a person allowed a breach to continue it was tantamount to acting in collusion with the breaker of the contract.

Further evidence with regard to book entries and contracts was given and the case was adjourned until next Friday afternoon.

CONSUL ASSAULTED.

SOLDIERS ATTACK FRENCH OFFICIAL AT MENGTZE.

Peiping, July 13.

A report from Yunnanfu states that the French Acting Consul at Mengtze has been assaulted and slightly injured by disorderly soldiers. There are no details concerning the incident but it is understood that the French authorities do not regard the incident seriously.—Reuter.

INDECENT ASSAULT.

TELEGRAPHIST CHARGED WITH OFFENCE.

Charges of a serious nature were preferred against a Chinese telegraphist named Chan Tuk-chan at the Central Magistracy yesterday, when the defendant, represented by Mr. Leo d'Almada e Castro (Junior) instructed by Mr. Leo d'Almada e Castro (Senior), was called upon to face allegations of assault upon a girl 13 years old.

The case was tried by Mr. R. E. Lindsell, first Magistrate. Mr. E. H. Williams of the S.C.A. was present in court, watching the case on behalf of the prosecution. A request by counsel, for the defendant to be seated, on the ground that the heat was intense and that he was not a strong man, was not granted. Mr. Lindsell remarking that the defendant was facing a very serious charge and that he should stand and face it.

Medical evidence was given by Dr. G. H. Thomas of the Government Civil Hospital.

Prior to the girl giving evidence, Mr. Lindsell said: "This is not the sort of evidence I should like women to listen to. Let all women leave the court."

Gagged and Bound.

About two weeks ago an assault was attempted by the defendant, on each of the three nights following her employment at the defendant's house, the latter had made attempts. She complained to a cousin, who applied to her employers for leave for her to sleep away from the house, which was granted.

After staying away at night for about twenty nights, the witness slept in the house of the defendant on June 30, when a feast was given to some guests by defendant. The cook asked her to stay in view of the heavy work involved by the feast. She went to bed at 10.30 and an hour later was awakened to find her hands tied and the defendant in the act of gagging her. She was unable to struggle.

She did not tell anybody of the assault and it was not until the next day at 9 p.m. that she told her cousin, who then communicated with the police, and later the witness was sent to the hospital.

In answer to Mr. d'Almada, witness said that she did not ask for compensation at the police station, neither did she hear her cousin do so.

Sergeant Whant of No. 2 Police Station informed the Magistrate that the cousin had asked for compensation at the station.

The case will be continued on Wednesday at 2 p.m.

BOYS' FIGHT.

STUDENT FINED FOR STABBING ANOTHER.

The fight between two school boys of the Peninsula School was settled before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon, when Mr. W. Schofield convicted Lau Sik-wun (14) of causing actual bodily harm to Yeung Lai-yuen (15).

Dr. Newton gave evidence to the effect that the wound inflicted was superficial and might have been caused by either of the two boys holding the knife. Witness also stated that the weapon could have been held in almost any position to have caused the wound.

The defendant, who claimed that

THE FIRE BRIGADE.

NO SERIOUS OUTBREAKS LAST YEAR.

Reporting on the Hongkong Fire Brigade for last year, Hon. Mr. E. D. C. Wolfe, the Chief Officer, says:

The cost of the Fire Brigade for the year 1927, was \$190,350.27 as compared with \$206,232.50 in 1926 and \$393,846.00 in 1925. Special expenditure amounting to \$14,036.23 is included.

Owing to the financial stringency it has not been possible to commence work on any of the new Stations required by the Fire Brigade, either in Hongkong or Kowloon. The Fire Brigade in Kowloon is still housed in one small Station at Tsimshatsui and some leased Chinese premises at Mong Kok.

The difficulty in connexion with recruits for the Fire Brigade has now disappeared although vacancies are still of frequent occurrence owing to the ease with which men can leave the Brigade if they wish to do so, i.e. on one month's notice. However, during 1927 it was not possible to bring the staff up to establishment owing to the lack of accommodation; this defect has now been remedied.

It is satisfactory to record that there were no really serious fires in Hongkong or Kowloon during the year 1927. It is a matter of regret that one fireman was killed in the execution of his duty.

Superintendent's Report.

The number of calls received during the year totalled 183; 119 to fires, 22 to chimney fires, 13 to collapses or landslides, and 23 false alarms. Compared with the previous year (1926) there is an increase of 13 calls.

There were 6 serious fires. Of the false alarms, 11 were maliciously given, 11 were given with good intent, and 12 were due to electrical faults of Fire Alarms.

Lives Lost.

Two persons lost their lives or received such injuries that they subsequently succumbed. Five persons received minor injuries from which they recovered. Four persons were rescued by means of the Fire Brigade appliances. Fourteen persons were extricated alive by the Brigade from collapses and landslides, while 5 corpses were recovered.

Private E. Kendall, 1st Queen's Regiment, was injured on the head by falling masonry whilst assisting the Brigade at the fire in Reclamation Street, Yau-mat, on the 23-12-27. He has since recovered.

Staff killed or injured in the Execution of Duty: Killed 1; injured 13.

Health of Staff.

During the year there were 179 cases of illness mostly due to beriberi and fever.

Theatre and Other Duties.

Duties performed by members of the Brigade at public and private entertainments during the year totalled 878, comprising altogether 5,696 hours.

Fire Inspection Work.

The returns show that 64 theatres, cinemas and buildings, 34 garages, and 124 inflammable structures were inspected and reported upon by the Brigade during the year, while 124 chemical factories, located to various Government buildings, were recharged.

The thanks of the Brigade are due to local Boy Scouts, members of the St. John Ambulance Brigade, Civilian, and members of the Naval and Military Forces who have generously assisted the Brigade from time to time during the year.

The wound was self-inflicted during a struggle, was fined \$20; ordered to pay \$5 compensation and further bond over on a personal bond of \$50 to be of good behaviour for six months.

DAYLIGHT ROBBERY.

HEARING OF CASE AGAINST SIX ACCUSED.

The trial of six Chinese who are charged with being concerned in an armed robbery at 84, Des Voeux Road West, was resumed before Major C. Willson at the Central Police Court, yesterday afternoon.

Tsang Ping-kai, a cook employed in the second floor, which is occupied as an office by the Cheung Yee firm, stated that at 7 o'clock on the morning of June 30, the door bell rang, and on the door being opened, four robbers rushed into the floor. They bound and gagged all the foks, and witness, who was then forced into a cubicle, heard sounds indicating great activity in the office. There was a sound of hammering. For a minute witness was freed of his gag while one of the robbers anxiously enquired when the master of the firm would be back. He told the man that it was the usual custom of their employer to return at 11 o'clock.

After staying for over an hour in the floor the gang escaped into the street.

That same evening witness, with the other foks, were taken out to the waterfront to look for the robbers. At 9 p.m. witness was sitting on the Tung On Wharf when two men appeared, making for the night steamer. Witness recognised them to be two of the four men who entered the floor that morning, and he pointed them out to the police.

On being arrested, one of the men endeavoured to throw away a wrist watch. This article was identified to be the property of another fok.

At midnight, accompanying the police across the harbour, he saw the third defendant being arrested in a house in Waiching Street. Later, the same evening, the fourth defendant was arrested in a brothel in Temple Street.

Further evidence was taken, and the case was again adjourned.

COLONIAL TAXATION.

STRAITS SETTLEMENTS HEAD THE LIST.

In our editorial column this morning (says *Straits Echo*) reference is made to the per capita taxation in the Crown Colonies. Malaya, like Great Britain among the nations, has the distinction of heading the list, which is as follows:

	S.	S.	d.
S.S. and F.M.S.	4	7	0
Hongkong	2	6	0
Trinidad	3	18	8
British Guiana	3	1	0
Mauritius	2	8	0
Jamaica	1	7	6
Gold Coast	1	0	0
Ceylon	13	0	0
Kenya	12	0	0
Uganda	4	10	0
Nigeria	3	8	4

Considering the character of the population, mostly manual labourers, this individual contribution of \$40 is pretty high, representing as it does two months' wages for an average coolie or six months' pay if the average coolie is assumed to have a family of two. Actually, of course, the bulk of the tax is borne by those in receipt of larger incomes, and the inclusion of the working population in the computation merely serves to minimise the actual sum contributed by those who may be generally described as taxpayers.

SPAIN PEACEFUL.

RUMOURS OF TROUBLE WITHOUT FOUNDATION.

Madrid, July 13.

Following yesterday's semi-official statement in regard to the plot, a categorical denial has now been semi-officially issued regarding the reports of trouble in Spain which are stated to be entirely without foundation. The whole country is absolutely quiet.—Reuter.

Nine Men Out of Every Ten

living in the Far East suffer more or less from "liver," especially at this time of year. As a corrective of liverishness, bilious attacks, sick headaches, unpleasant breath, and to ensure daily regularity, there is nothing so good as an occasional dose of Pinkettes, the dainty little regulators which neither gripe nor purge. Of chemists everywhere.

PINKETTES
THE Dainty Little Liver and Intestinal Regulators
KEEP YOU WELL

HEAR MUSIC PLAYED BY THE FOREMOST ARTISTS IN YOUR OWN HOME ON THE

MORRISON

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From the snappiest

Fox Trot to the most

intricate Classic,

all are faithfully

reproduced by this

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piano.

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THE NEW FRENCH REMEDY.

THERAPION No. 1

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No. 1 for Blood Disorders. No. 2 for Blood & Nerve Disorders. No. 3 for Chronic Venous Disorders.

SOLD BY ALL CHEMISTS. PRICE IN HONGKONG: 10/6 PER BOX. 10/6 PER BOX. 10/6 PER BOX.

DR. J. GUZZLEMAN'S "THERAPION" IS ON SALE EVERYWHERE.

SALESMAN \$AM

Tough on Guzz

By Small

Heat or cold
they need "SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.

JUST MY LUCK! I WAS GONNA STAY HOME AN' LOAF T'OM AN' GUZZ PHONES ME TA RUSH DOWN TA TH' STORE, 'CAUSE OUR HORSE IS SICK!

WELL, A LOTTA NAMES HAVE COME IN FOR OUR NAG, BUT IN TH' MEANTIME HE'S EATIN' US OUTA HOUSE AN' HOME — GOBBLING UP TWO BARRELS OF OUR BEST SUGAR ALREADY, AN' NOW I'M PAYIN' DOCTORS' BILLS FOR HIM—GOSH, I WISH THERE WAS SOME WAY OF GETTIN' RID O' THAT SKATE!!

TOO BAD YA HAD TA GET TH' DOCTOR FOR TH' NAG, GUZZ! WHAT DID HE SAY?

WELL, I HAVEN'T MUCH HOPE, SAM.

J. GUZZLEMAN

WHAT? YA MEAN TA TELL ME TH' POOR THING'S GONNA DIE?

CERTAINLY NOT! HE'S GONNA LIVE!!

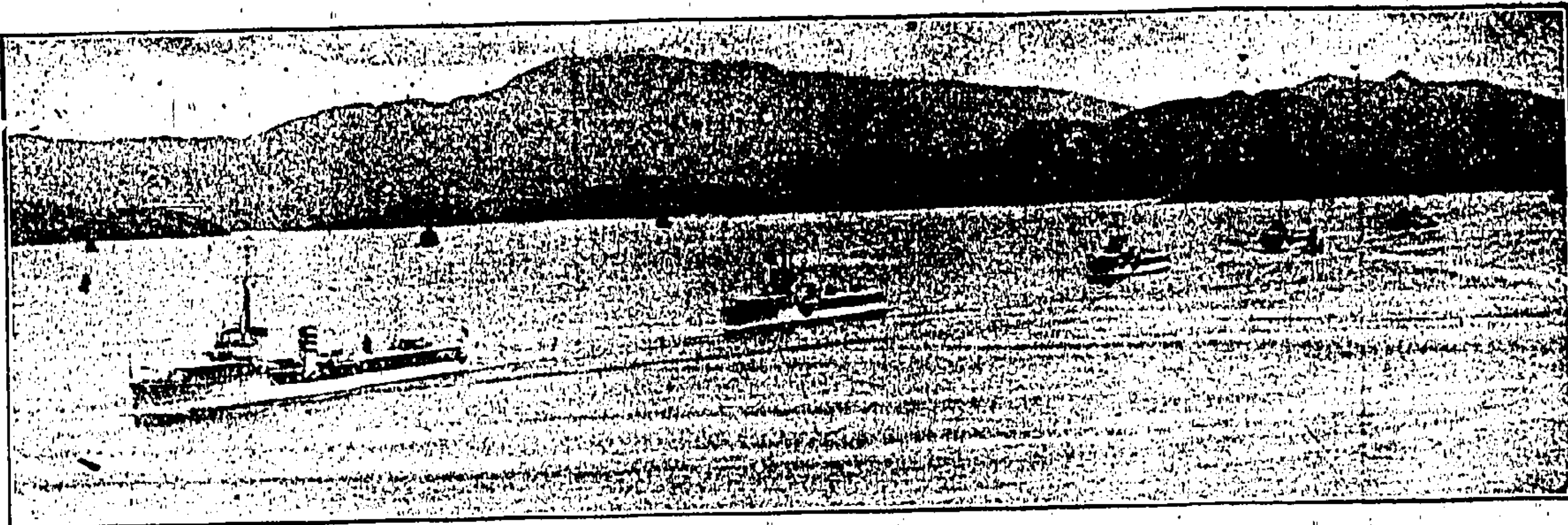
FIRE SMOKE GUN POWDER BEST EGGS



The Colonial Secretariat and Sanitary Department football teams, which met on Sunday, the former winning by eight goals to one. (Photo: Mee Cheung).



The famous Big Bell Temple in Peking, which was set on fire by irregular troops last week, many relics more than a thousand years old being destroyed. The Temple houses China's biggest bell, 53 tons in weight.



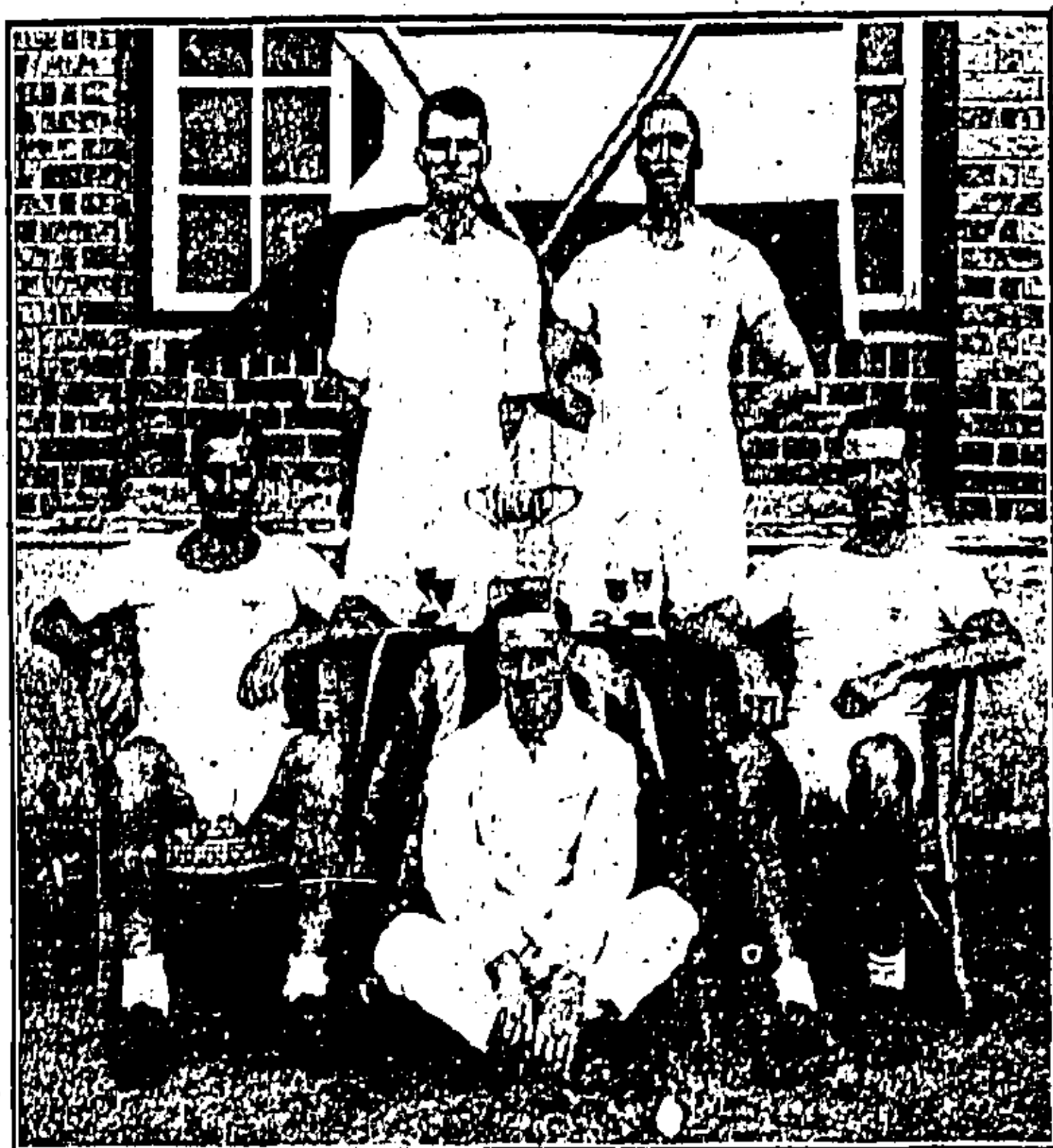
This picture shows the Third Destroyer Flotilla, which has been in Far Eastern waters for fifteen months, steaming out of Hongkong Harbours on Monday, bound for the Mediterranean. (Photo: Mee Cheung).



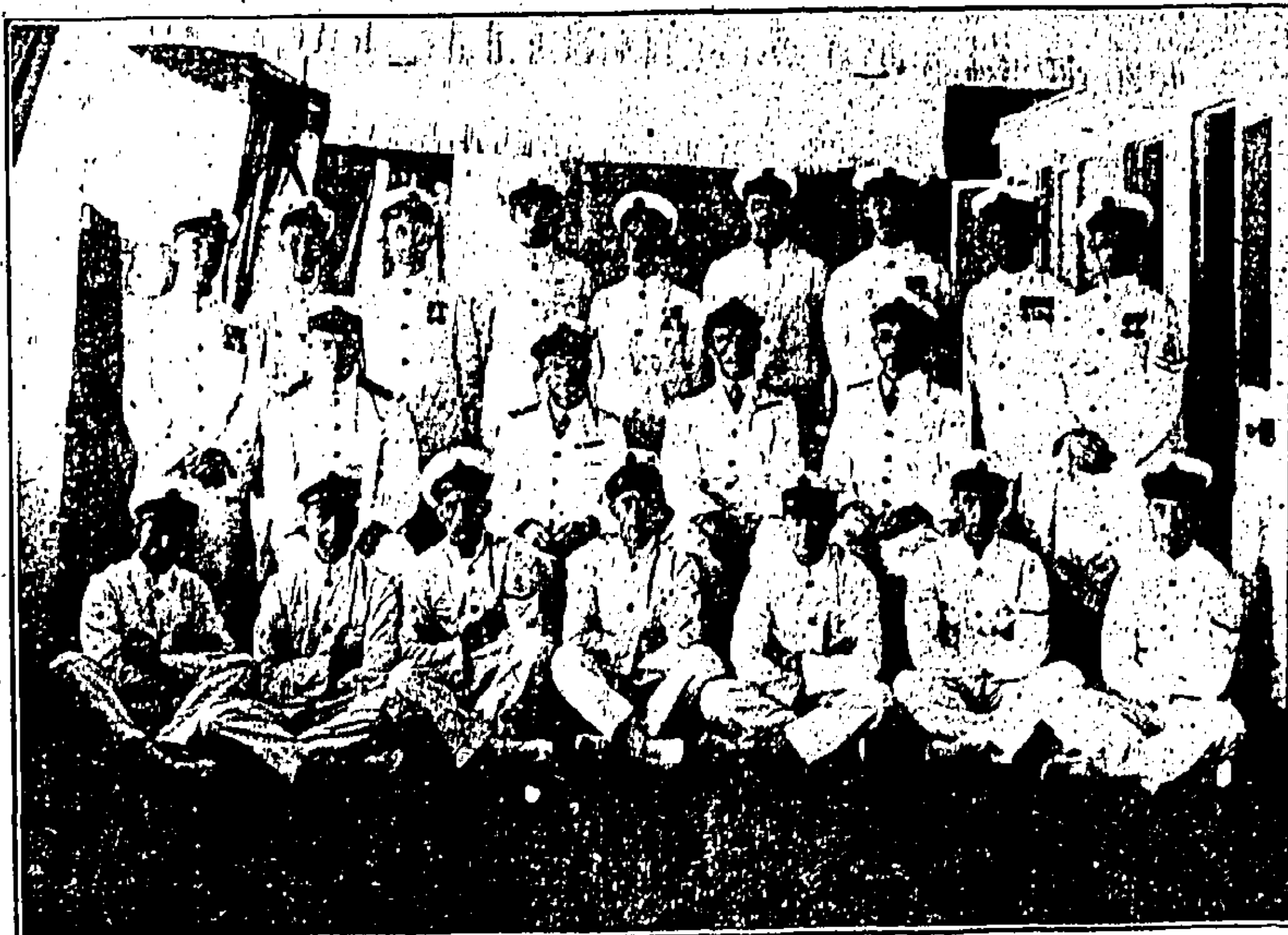
Above are seen the Hongkong Electric Company's crew, winners of the Hornell Rowing Cup for Hong Four's. They comprise F. Normington (cox), G. G. Stopani Thomson (stroke), G. T. Padgett (3), M. H. Arnold (2) and R. W. Smith (bow). Photo by Mee Cheung.



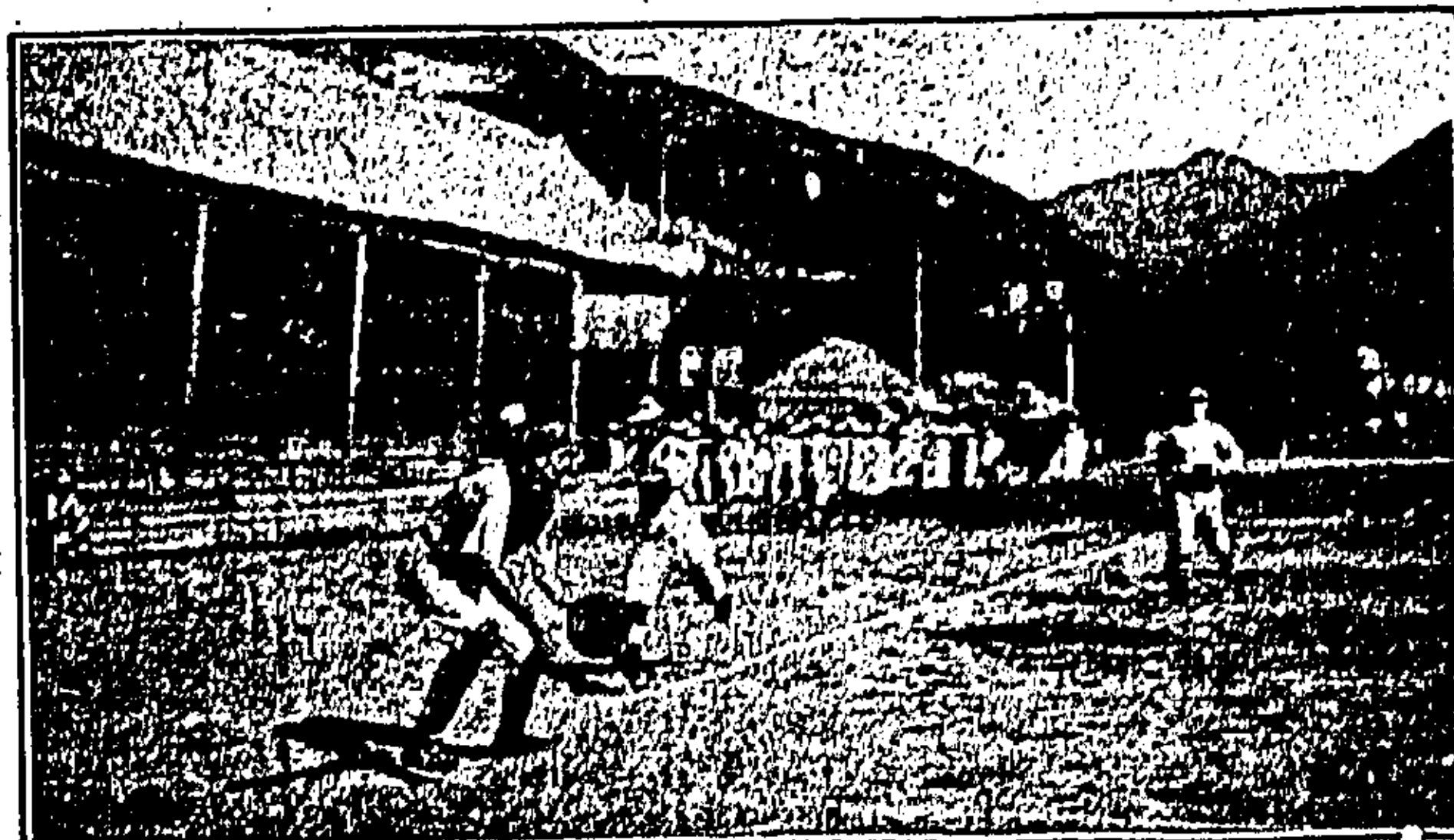
Mr. Chu Chao-hsin, Foreign Commissioner at Canton, who has been appointed Foreign Vice-Minister of the Nationalist Government.



Winners of the Hornell Rowing Cup, with trophy. Left to right—Back row: M. H. Arnold and G. T. Padgett; middle row: R. W. Smith and G. G. Stopani Thomson; front row: F. Normington. (Photo: Mee Cheung).



The accountant staff of H. M. S. Tamar, photographed recently on the occasion of a dinner party. (Photo: Mee Cheung).



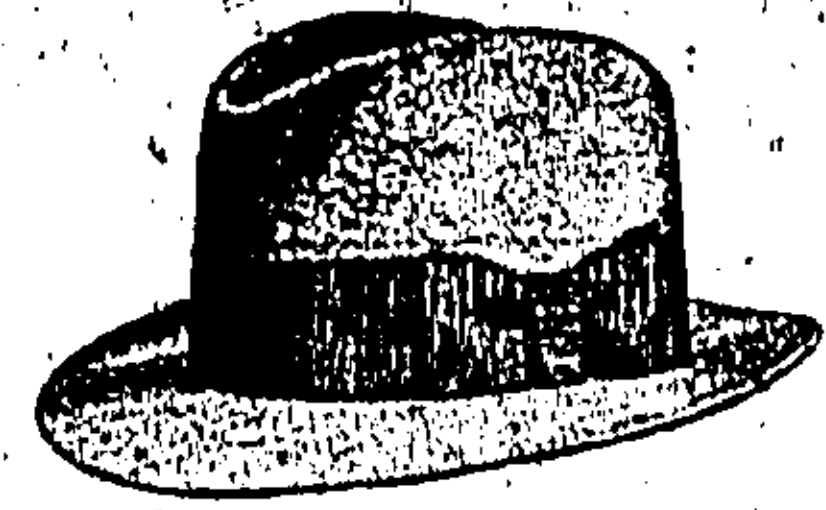
Snapshots of the play between the South China Dragons and the Hongkong Baseball Club during last Saturday's match. The result was a win for South China by three runs. (Photo: Mee Cheung).



BEST ENGLISH MAKE.

All fur soft felt Hats in nice shades of Tan, Brown and Grey. Available with snap or roll curl brims.

Will keep their shape well and give really good service.



Priced from \$13.50 to \$17.50 in all sizes.

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the modern and economical containers for all classes of merchandise

ACME STEEL STRAPS

a fast and efficient method of re-inforcing fibre boxes, crates, bales, bundles and wood-boxes.

ACME TACK-POINT FASTENERS

more easily driven and greater holding power.

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Agents

Fibreboard Products Co., of San Francisco. Acme Steel Co., of Brooklyn, New York

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THE CLEAN HEAT
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Indoors or out-of doors, at work or play, the myriad air-cells of AERTEX provide perfect insulation against the hot days and chilly evening winds of Summer, regulating bodily temperature and imparting health and fitness to the wearer. AERTEX fits neatly yet is roomy.

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New Stocks

of

AERTEX

Just Arrived.

DAY SHIRTS,
TENNIS SHIRTS,
PYJAMAS,
COMBINATIONS,
DRAWERS,
VESTS.

Inspection: Cordially Invited.
GENT'S OUTFITTING DEPT.

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Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

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and secure the co-operation of its readers in buying your goods.

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25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—

295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Harkow Road, Kowloon, Tel. K.357.

PREMISES TO LET.

TO LET.—No. 4, Canby Building, Ground floor, Nathan Road, Kowloon. Apply to Kaynamally and Co.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—One European FLAT, Canal Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

"THE PEAK FLATS"

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to **CREDIT FONCIER D'EXTREME-ORIENT**, 4TH FLOOR, FRENCH BANK BUILDING.

ARE YOU SICK? Why Continue To Suffer? Get The Poo On Chinese Herbs and Get Well. Constipation, Rheumatism, Dropsy, Typhoid Fever, Nervousness, and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C.5009.

GRAND TATTOO

Emblem Competition

AN EXHIBITION

of designs submitted for this Competition will be held at the Navy and Military, Y.M.C.A.

CITY HALL

on Tuesday, 17th & Wednesday, 18th July, from 10 a.m. to 6 p.m. Admission Free.

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms, immediate delivery.

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HING LUNG ST.

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New Advertisements.

G.  R.
NOTICE.

HONGKONG WATERWORKS.

It is hereby notified that on and after Sunday, the 15th July, the Supply of Water to that portion of the RIDER MAIN DISTRICTS West of Garden Road, will be controlled by bringing the RIDER MAINS into operation and that Water will be Turned on to each RIDER MAIN daily for Two Consecutive Hours. Information as to the Hours of Supply to any Particular property may be obtained on application at the Office of the Water Authority, or Secretariat for Chinese Affairs, or at the Tung Wah Hospital.

HAROLD T. CREASY,
Water Authority,
Public Works Department,
Hongkong, 13th July, 1928.

HONGKONG & SHANGHAI BANKING CORPORATION.

It is hereby notified that an Interim Dividend of £3 per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1928, at rate of 2-3/8, per Dollar.

THE DIVIDEND will be payable on and after Tuesday, 7th August 1928, at the offices of the Corporation, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Corporation will be closed from Monday 23rd July to Saturday 4th August 1928, (both days inclusive) during which period no transfer of Shares can be registered.

BY ORDER OF THE COURT OF DIRECTORS,
A. C. HYNES,
Chief Manager,
Hongkong, 10th July 1928.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND OF TWO DOLLARS per share for the six months ending 30th June 1928, will be payable on Thursday, 2nd August, on which date Dividend Warrants may be obtained on application at the Company's Office, 3, Chater Road.

The Transfer Books of the Company will be CLOSED from SATURDAY the 21st July to WEDNESDAY the 1st August (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary,
Hongkong, 13th July, 1928.

NOTICE.

On and after July 4th, I will not be responsible for any debt contracted by other than myself.
CHARLES L. SHANK.

CHURCH NOTICES.

To-morrow the Sixth Sunday After Trinity.
LOCAL SERVICES.

St. John's Cathedral, Hongkong July 15, 1928, 6th Sunday after Trinity. Holy Communion 8 a.m. Children's Service 10.15. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: Rev. H. V. Koop. Holy Communion 12 noon. Evensong, 6 p.m. The Dean.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Life" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

CHINA AUCTION ROOMS.

6, DUDDELL STREET, AND 2A, D'AGUIAR STREET.
Auction of Household and Office Furniture and Sundry goods every TUESDAY, and FRIDAY, at 2.30 p.m., at No. 2A, D'Aguiar Street. Tel.—C.4453, 6, Duddell Street, C.6321, 2A, D'Aguiar Street.

Lammer's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 16th July, 1928, commencing at 11 a.m., at their Sales Room, Duddell Street

1 Case Electric Fittings.
1 Case Floor Tiles.
12 Cases Wooden Toys.
23 Pieces Round Bars.
6 Pieces Steel Plates.
2 Bundles Square Bars.
21 Cases Ma Jong Cards.
1 Case Enamelled Wares.
2 Cases Motor Accessories.
1 Case Samples.
1 Case Carbine.
1192 Bottles Chinese Spirits.
98 Small Jars Chinese Spirits.

And A Quantity of Miscellaneous Goods.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, July 13, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, the 17th July, 1928, commencing at 2.45 p.m. At No. 403, The Peak (Severn Road),

A Quantity of Valuable Household Furniture.
(Particulars from Catalogue.)
On View from Monday, the 16th July, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY, the 19th July, 1928, commencing at 11 a.m. At No. 14, Granville Road (Top Floor), Kowloon.

A Quantity of Valuable Household Furniture.
(Particulars from Catalogue.)
On View from Wednesday, the 18th July, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on FRIDAY, the 20th July, 1928, commencing at 11 a.m., at No. 94, Nathan Road, First Floor, Kowloon.

A Quantity of Valuable Household Furniture.
(Particulars from Catalogue.)
On view from Thursday, the 19th July, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

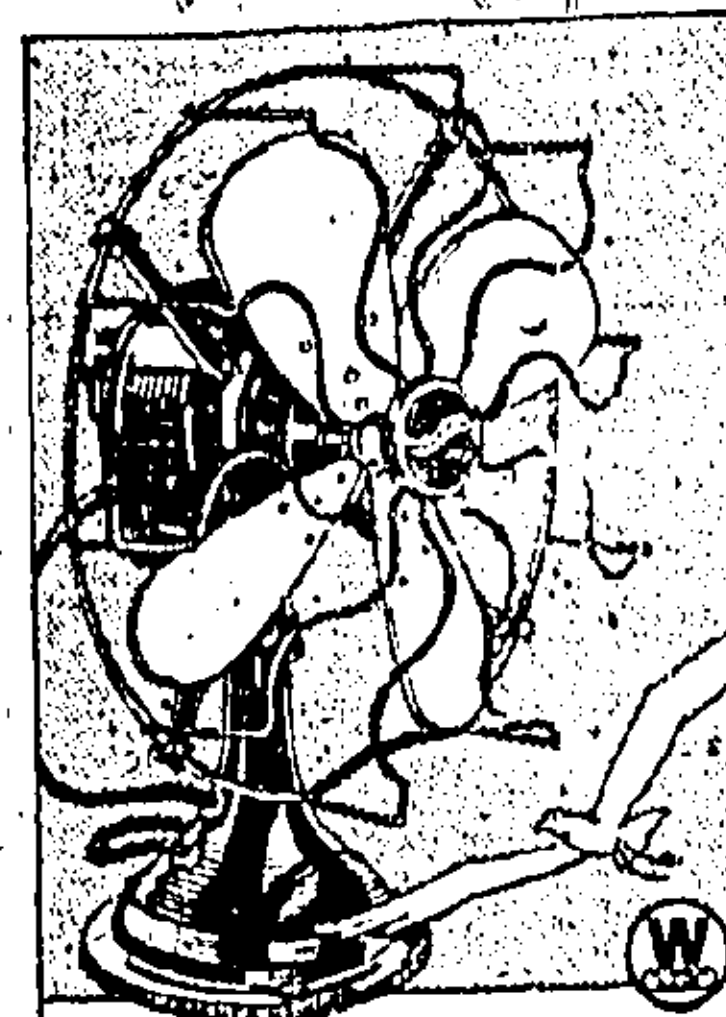
Hongkong, July 13, 1928.

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EXPERT WORK. PROMPT SERVICE.

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MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse
67, Queen's Road C, 2nd floor.

A cheque for £500 has been received by the Lord Mayor of London from the Governor of Rome for relief of distress among the poor children of London.

BARGE RACE IN THE RAIN.

VIGILANT WINS A GREAT RACE.

[By Commander H. M. Daniel, D.S.O., R.N. in the Daily Mail.]

The Thames sailing barge match ended in the rain last evening with an exciting race between Vigilant, of the coastal class, and Portlight, a river barge. Both had a good lead of the remainder of their class, and not until the very end was the duel between them settled.

Most sailing races have only three periods of interest to spectators—the start, rounding the buoy, and the finish. But yesterday was different; every few minutes there was an incident of interest and often of excitement for those who take sailing seriously.

The wind was fresh enough to make the sailing good, blowing almost straight down the course, and obviously nearly all the barges had decided to run no risks of crossing the line before the gun; so much so that only Cambria made a good start.

Those who were keen on the sailing had arranged for early lunch, so as to see the rounding of the Mouse Lightship.

The Remercie made a splendid gybe round the buoy, hauling well to windward on the port tack. The Cambria close on her heels gybed (it seemed all standing) and carried away her topsail sheet. But she was not to be dismayed. By a very smart bit of seamanship she went about on to the starboard tack. A hand then laid out on the sprit and hove a new topsail sheet in remarkably good time.

After rounding the Mouse the race became a heat to windward. The leading barges kept close to the north shore, tacking close to the Essex bank banks.

"Hanging Judas."

Bad luck pursued Plinlimmon. The sprit carried away when on the port tack. The peak of her mainsail fell forlornly to leeward, "hanging Judas," as the seamen says. The skipper got a knock on the head, the mainsheet man on the arm, but nobody was badly hurt. In a few minutes the tug Blue Circle had her in tow for Gravesend, where she is fitting a new sprit ready for the Medway races on Saturday.

The Ash bent her weather cross-trees, which would have cost her her topmast had her skipper not hauled down the head of his topsail. The Sara carried away her mizen sprit, and the Satanla apparently parted her bobstay—at any rate, she was wearing no jib when I last saw her.

Heavy rain fell about five o'clock, and with it the wind veered to the northward. The Portlight drew ahead, sailing right through the lee of the Vigilant. But the Vigilant again took the lead and finished first, winning the Lloyd's Cup, the Covington Cup, and the Everard Cup.

The Portlight finished a good second, winning the cup for river barges presented by the Associated Portland Cement Company.

Colonel G. R. Lane-Fox, M.P., speaking at a luncheon to Lord Alfrede, said he was sure the City of London, in its thinking moments, realised what an enormous benefit was conferred upon it by Yorkshiresmen living in it.

After a long absence to Rome and Baden Baden for the recuperation of her health, Queen Victoria of Sweden returned to Stockholm for the celebrations of King Gustav's 70th birthday.

CONSIGNEES' NOTICES.

N. Y. K. LINE.

(NIPPON YUSEN KAISHA.)

From EUROPE and STRAITS.

The Steamship,

"TAJIMA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 20th July, 1928, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m., within the free storage period. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA,
Hongkong, 13th July, 1928.

POST OFFICE NOTICE

RADIO TELEGRAPH SERVICES are now in operation as follows:—Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwong-chowan, Port Bayard, Tchekam, Hahow, Amoy and Foochow, etc.

It is notified for information that the via Wireless rate to EUROPE has been reduced to \$1.05 per word. The rate to the Dutch East Indies has been reduced from \$1.00 to 90 cents per word as from April 25th, 1928.

Rates and further particulars on application to the RADIO COUNTEER, 1st Floor, Government Building.

Telegraphic Addresses.—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic addresses immediately.

A direct service to Yunnan Province was opened 20th April, 1928. The inclusive charge will be 60 cents per word; no charge will be collected from the addressee in Yunnan. The service is, however, liable to interruption owing to atmospheric disturbances and messages are accepted at sender's risk.

Commencing 12th June the radio telegraphic rate between Hongkong and Canton was reduced to 20 cents (Hongkong currency) per word. No charges will be payable by addressee at either end.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so super-scribed.

The Public are reminded that the 1 cent rate for circulars for addresses in the Colony or Weihaiwei applies only when such circulars are posted in batches of not less than ten of uniform size and weight, by being delivered to an officer of the Post Office.

INWARD MAILS.

From	Per	Date
U.S.A., Honolulu, Japan, Shanghai	Pres. Adams	July 14
and Europe via Siberia	Shantung	July 14
Shanghai and Swatow	Empress of Asia	July 15
Manila		
Europe via Negapatam, papers only	Hong Hwa	July 15
London 14th June		
U.S.A., Honolulu, Japan and Shanghai	Pres. Grant	July 16
Shanghai and Amoy	Chenan	July 16
Straits and London, Parcel Mail		
(London 7th June)	Ningchow	July 17
Saigon	Andre Lebon	July 17
Australia and Manila	Mishima Maru	July 19

OUTWARD MAILS.

For	Per	Date and Time.
Wei Hai Wei	Kuelchow	Sat., July 14, 2.30 p.m.
Saigon	Prominent	Sat., July 14, 2.30 p.m.
Amoy	King Yuan	Sat., July 14, 5 p.m.
Manila	Pres. Adams	Sat., July 14, 5 p.m.
Bangkok	Halldor	Sat., July 14, 5 p.m.
Shanghai and Europe via Siberia	Cardiganhire	Sat., July 14, 6 p.m.
Straits and Calcutta	Talamba	Sun., July 15, 1 p.m.
Letters		Sat., 14th 5 p.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., July 15, 9 a.m.
Bangkok via Swatow	Kalkan	Sun., July 15, 9 a.m.
Sam Shui and Wuchow	Tai Ming	Sun., July 15, 11 a.m.
Swatow	Hydrangea	Mon., July 16, 2.30 p.m.
Shanghai	Pres. Jefferson	Mon., July 16, 2.30 p.m.
Letters		Registration 4.15 p.m.
		Letters 6 p.m.

Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via San Francisco	Pres. Jefferson	Mon., July 16, 1 p.m.
Letters		Registration 4.15 p.m.
		Letters 6 p.m.

Amoy, Manila, Australia and New Zealand via Thursday Island	Shantung	Mon., July 16, 5 p.m.
Letters		Registration 9.45 a.m.
		Letters 10.30 a.m.
		(Due Thursday Island 28th July.)

Shanghai, Japan and Europe via Siberia	Andre Lebon	Tues., July 17, 12.30 p.m.
Saigon, Ceylon, India, Mauritius, East and South Africa, Egypt, and Europe via Marseilles <td>Angers</td> <td>Tues., July 17, 1 p.m.</td>	Angers	Tues., July 17, 1 p.m.

Registration	1 p.m.
Letters	1 p.m.
Registration	1.45 p.m.
Letters	2.30 p.m.
	(Due Marseilles 18th August.)

Swatow, Amoy and Foochow	Haiching	Tues., July 17, 2 p.m.
Manila <td>Pres Grant</td> <td>Tues., July 17, 4.30 p.m.</td>	Pres Grant	Tues., July 17, 4.30 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America, Europe via Vancouver B. C.	Parcels	July 17, 5 p.m.
	Registration	July 21, 9 a.m.
	Letters	July 21, 10.30 a.m.
		(Due Vancouver B.C. 4th August.)

Swatow	Yat Shing	Wed., July 18, 10 a.m.
Hahow, Pakhoi and Haiphong <td>Teau <td>Thurs., July 19, 8.30 a.m.</td> </td>	Teau <td>Thurs., July 19, 8.30 a.m.</td>	Thurs., July 19, 8.30 a.m.
Straits <td>Cremer <td>Thurs., July 19, 10.30 a.m.</td> </td>	Cremer <td>Thurs., July 19, 10.30 a.m.</td>	Thurs., July 19, 10.30 a.m.
Amoy <td>Chenan <td>Thurs., July 19, 12.30 p.m.</td> </td>	Chenan <td>Thurs., July 19, 12.30 p.m.</td>	Thurs., July 19, 12.30 p.m.
Japan <td>Yuensang <td>Thurs., July 19, 1 p.m.</td> </td>	Yuensang <td>Thurs., July 19, 1 p.m.</td>	Thurs., July 19, 1 p.m.
Swatow, Amoy and Foochow <td>Kutsang <td>Thurs., July 19, 1 p.m.</td> </td>	Kutsang <td>Thurs., July 19, 1 p.m.</td>	Thurs., July 19, 1 p.m.
Shanghai <td>Mishima Maru</td> <td>Fri., July 20, 9.30 a.m.</td>	Mishima Maru	Fri., July 20, 9.30 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt, and Europe via Marseilles <td>Haiching <td>Fri., July 20, 2 p.m.</td> </td>	Haiching <td>Fri., July 20, 2 p.m.</td>	Fri., July 20, 2 p.m.
	Sochow <td>Fri., July 20, 4 p.m.</td>	Fri., July 20, 4 p.m.

Registration	July 21, 5 p.m.
Letters <td>July 21, 9.45 a.m.</td>	July 21, 9.45 a.m.
	July 21, 10.30 a.m.
	(Due Marseilles 18th August.)

Bangkok	Hakone Maru	Mon., July 23, 10.30 a.m.
Shanghai, Japan and Europe via Siberia <td>Registration</td> <td>July 23, 5 p.m.</td>	Registration	July 23, 5 p.m.
Formosa, Shanghai, Japan, Honolulu, San Francisco	Siberia Maru	Tues., July 24, 8.30 a.m.
	Letters	Tues., July 24, 8.30 a.m.
		(Due San Francisco 17th August.)

Straits, Egypt and Europe via Marseilles	Parcels	Tues., July 24, 1 p.m.
	Registration	July 24, 1 p.m.
	Letters	July 24, 1.45 p.m.
		(Due Marseilles 24th August.)

Manila, Australia and New Zealand via Thursday Island	Aki Maru	Wed., July 25, 8.30 a.m.
	Registration	July 25, 9.45 a.m.
	Letters	July 25, 10.30 a.m.
		(Due Thursday Island 6th August.)

Swatow	Hopsang	Wed., July 25, 10.30 a.m.
Straits and Calcutta <td>Fooksang <td>Wed., July 25, 10.30 a.m.</td> </td>	Fooksang <td>Wed., July 25, 10.30 a.m.</td>	Wed., July 25, 10.30 a.m.

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AN OPERATIC WORKSHOP.

RICHARD STRAUSS, AND HIS
LIBRETTIST.

RARE COLLABORATION.

Any person who is sincerely interested in an art must inevitably find pleasure in a glimpse, however fleeting, into the workshop of an artist.

The letters exchanged between the composer and author of "Elektra," "Rosenkavalier," and many other operas ("Correspondence between Richard Strauss and Hugo von Hofmannsthal: 1907-1918." Martin Secker, 15s.) give us considerably more than a glimpse into that particular operatic workshop. It might rather be described as a series of prolonged, scarcely interrupted views.

For my part, I read the book, which has been compiled by Strauss's son, with undiminished interest from beginning to end. Not, I will admit, at once, because I am a wholehearted admirer of either the composer or his librettist, despite their obvious talents. Nor, I submit, is it true to say of their collaboration, as is said on the cover, that "nothing can be cited as resembling it except the collaboration between Gilbert and Sullivan." The contacts between Verdi and Bolto in "Falstaff" and even between Verdi and Ghislanzoni in "Aida" were every bit as fruitful, even if they extended in fact over a lesser period of time.

Nevertheless, the interchange and clash of ideas shown here, always courteous and sympathetic, even when diametrically opposed, are in their way unique. Both Strauss and Hofmannsthal are so typical of their time (which is, for most of us precisely our time), so essentially Edwardian, if I may thus summarise this characteristic. Towards the end we glimpse the man. "Of course, we shall win," writes Strauss, who, as we know, hated every aspect of it, and then returns incontinently to the far more important problem of "Die Frau ohne Schatten."

How Operas are Made.

One point emerges fairly clearly from these letters—the predilection of both author and composer for "Ariadne." The world has decided, apparently, that they were wrong, but in the passages referring to this particular Moliere-Hofmannsthal-Strauss collaboration may be found some of the most illuminating remarks about operatic problems in the whole book! The average reader, however, will doubtless be more drawn to the letters that deal with the creation of "Elektra" and, above all, of "Rosenkavalier," which remains perhaps the most popular opera of the Twentieth Century.

Here Strauss's dramatic sense shows it can hardly be denied, to the best possible advantage. In the controversies between him and Hofmannsthal—and there were several—he was always right, and it is particularly interesting to know that we owe to him the happy arrangement of the last act and much of the effectiveness of the second.

Now I am aware that many people will find in these revelations of how operas are made, disillusion and shock. The public, romantic always, likes to imagine the great artist wholly divorced from practical considerations, entirely at the mercy of inspiration, his head in the clouds, his feet well off the ground. Some great artists, Wagner, notably, Beethoven also in his later years, have done their best to oblige the public in this matter, but it cannot be too strongly insisted that they are the exception not the rule.

The Bachs, Handels, Mozarts, Haydns, Verdis of the world have been first and foremost craftsmen. Their job was to satisfy a particular need of the time, and that need they satisfied. Being men of genius it often happened that in satisfying it they produced a work of genius, but they did not, so to speak, sit down in the morning, as people nowadays seem to imagine, and say to themselves: "Now to-day we are going to write a great symphony, or a great opera, or a great oratorio that is going to revolutionise the art of music and confound the critics."

Art and Craft.

It has always seemed to me a fundamental weakness of contemporary music—that in practice the artist and the craftsman are so imperfectly blended. The craftsman has rarely any art, and the artist too little craft. The gulf that divides them is dangerous to both alike, not to mention

AMERICAN'S VIEWS ON CHINA.

SECOND STAGE REACHED IN
SUN YAT-SEN SCHEMES.

POSSIBILITIES GOOD.

New York, June 30.—"China appears to be entering the second stage in the programme outlined by the late Sun Yat-sen, father of China's Nationalist movement, and we may be witnessing the birth of a nation that will take its place among the greatest and most powerful nations of the earth."

This observation was made by Dr. Jeremiah W. Jenks, president of the Alexander Hamilton Institute and expert on oriental affairs, who recently returned from China.

There he met General Chiang Kai-shek and other Nationalist leaders and learned first hand the plans they have for consolidating China's great population politically and uplifting it socially.

"Sun Yat-sen," he went on, "said the nationalistic movement would bring about its reform in three stages.

The First—Military.

"First, a military reform, which we hope is nearly ended. Second, a political one that would establish a firm governmental control over all of China. Third, a social one, involving the elevation of the common people economically as well as politically, a gradual development extending over the years."

This brings up two questions of vital importance to America—just what form of government there will be, and whether the U.S. is to recognize the Nationalists.

China has 375,000,000 people and untold potentialities in wealth and power. Once civil strife ends, and government is stabilized, China's rise may rival that of America itself.

"As to the government," Dr. Jenks went on, "it probably will take the same form as the regime which has held sway in the south of China the past decade. It will be made up of a national congress of delegates from various districts and provinces and overseas citizens, called to meet once a year.

Up to Committees.

"At first, the delegates probably will be chosen through appointment. A central executive committee of 35 members will meet every three months. It, in turn, will name a political committee of 15 members, a standing committee of the central executive committee of 9 members, and a military council of 16 members, 9 military and 7 non-military.

"This committee form of government already is functioning. A meeting of the central executive committee was held late in February and March. Tan Yen-kai, the most influential man in the Kuomintang, or Nationalist party, served as chairman of the meeting. This form of government is not adapted to quick decisions and it remains to be seen if it will be efficient.

"During the military operations the committee has been disposed to remove generals at will and to demonstrate that it intends not only to keep a close rein on the executive matters, but also to insure the supremacy of the civil authority over military.

A Step Toward Harmony.

"Placing Yen Hsi-shan in charge at Peking augurs well for harmony, and may prevent disputes from arising between Chiang Kai-shek and Feng Yu-shiang."

Dr. Jenks was not prepared to advise that the United States immediately recognize the Nationalist government, though he said that within a few weeks conditions might make this step advisable and that for the first time we might be able to deal with authorities speaking in the name of all China. He said:

"Here is the situation: There has come into power a Nationalist group which holds nominal and monetary sway over all the old China south of the Great Wall. It already has shown confidence in its power. It advised United States Minister MacMurray that American troops are no longer needed at Peking and Tientsin. For the time, however, American citizens probably will feel safer if the troops are not withdrawn.

"China cannot, of course, develop into a nation of mills and factories over night, but the possibilities are there. The assistance of foreigners and foreign capital will be necessary for years to come."

public taste, in that the artist becomes prone to moods and "waywardness and the craftsman becomes a mere artisan. Possibly any fusion of the two, like that which obtained in the Eighteenth Century, is impossible under de-

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ocratic conditions. Indeed, the pride in doing your job as well as it can possibly be done, which is the whole root of the matter, is notoriously 'unfashionable' nowadays. This state of mind, however, will presumably not last for ever.

Wherefore I think that the revelation of the workings of the Strauss-Hofmannsthal combina-

tion provides a very wholesome corrective to popular sentimentality. What trouble they take to get every detail right! How curious, as in the case of so many artists, is their blend of contempt and reverence for public opinion, that blind, ignorant force, which, by a curious paradox, is the ultimate determinant of artistic shown round. By Francis Toye in the Morning Post.

and dislike professional critics! Theirs may not be a workshop of the very highest order, but it is an uncommonly interesting one, and, not improbably, the best open to contemporary inspection. No person to whom the problem of opera makes any appeal should miss this opportunity of being shown round. By Francis Toye in the Morning Post.

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THE ALDERSHOT TATTOO.

NATION'S HISTORY IN PANORAMA.

Aldershot, June 19. The Cross, symbol of man's sacrifice to his highest ideal, shone with a dazzling radiance from the darkness of the Rushmore arena here this evening, while the great achievements of British manhood which make up the Aldershot Command Tattoo this year were unfolded.

In the Royal Box was Lieutenant General Sir David Campbell, G.O.C., Aldershot Command, while among distinguished visitors was Ofori Atta, the Gold Coast Chief, who arrived soon after the Tattoo began, wearing his crown and carrying a large umbrella. He was attended by several members of his Court, and took a prominent place in the grand stand.

There were thunderous cheers to greet the earlier phases of the Tattoo—the marching and counter-marching of massed bands of cavalry and foot; the pageants of brave uniforms and glittering braid, and the stolid evolutions of the 1st Light Infantrymen and Rifle Corps. But it was the story of sacrifice told in deeds of bravery by men of the first Expeditionary Force to leave these shores and of the last which most deeply moved the hearts of the crowd who watched.

A Silvery Host.

The rallying of King Richard's army beneath the walls of a city of the coast line came first. A valiant silvery host of barons in full armour and their men-at-arms in about chain mail, they came silently as spectres from the darkness of the wooded hill on to a haunted stretch of downland to form their ranks.

Faint echoes of the "Nunc Dimittis" chanted by clergy and the choir swelled up and drifted on the wind as a mitred bishop came through the city gate with monks and acolytes around him to give his blessing and God Speed.

It was such a gathering of valiants as never has been seen since the age of chivalry, but it changed to one of knightly humility as the king with his lords and subjects stood for a moment with bowed head.

One fierce encounter between the Christian armies and the Saracen forces of Mohammed, a charge of mounted knights with gleaming swords and lances, a clanging of armoured trappings, and a clash of arms before the burning city of Jerusalem and the days of the Crusade had passed.

The field of battle gave place to Badajos and the arms of earlier times to ordnance and the rifle.

Alarm bells rang a tardy warning to the French within the citadel, guns thundered and bullet sweeps the walls as regiment

"SAFETY FIRST" FOR RESERVOIRS.

GOVERNMENT'S PLAN TO STOP DISASTROUS BURSTS.

The disaster near Dolgarrog, North Wales, two and a half years ago, when the dam of Lake Eglau burst and 11 persons were killed by the torrent of water which swept down the Vale of Conway, is recalled by the issue of the text of a Bill to impose "safety first" precautions in the construction and use of reservoirs.

The Bill, which has been presented by the Home Secretary, will also amend the law as to liability for damage and injury caused by the escape of water from reservoirs.

After this year no large reservoir will be permitted to be constructed unless the work is supervised by a qualified civil engineer, who will have to issue a certificate before the reservoir can be filled with water, either wholly or partially. Periodical inspection will also be required.

after regiment of British threw themselves against the breaches and stormed the weaker points. Then, when the second escalade had won the day and the din of battle passed, the Iron Duke went apart in the fading light to scan the field of victory and with bowed head to count the cost.

The Gate of Death.

Once more the night was pierced with light to show the men in khaki marching to the old familiar war-time songs through the Monin Gate of death. Infantry, transport, artillery, ambulances—all went through the gate to play their part in the battle beyond, and the echoes of the distant cannonade sufficed to tell what each man suffered for the justice of the cause.

As the field of poppies sprang to life, the soldier's cross hung luminous in its midst resting on a grave of one of those whose inspiration it had been in life.

The solemn words, "Lost we Forget," written in fiery characters across the field, and the soft music of a distant band, were needed to rouse the silent crowds of watchers to "thanksgiving for the spirit of sacrifice which has persisted through the Ages. In a mighty fervent voice they rose to sing the hymn of praise, "Oh God, Our Help in Ages Past."

When the last note had died away, this sermon on sacrifice ended in silence—a mute tribute to the men who had made it.

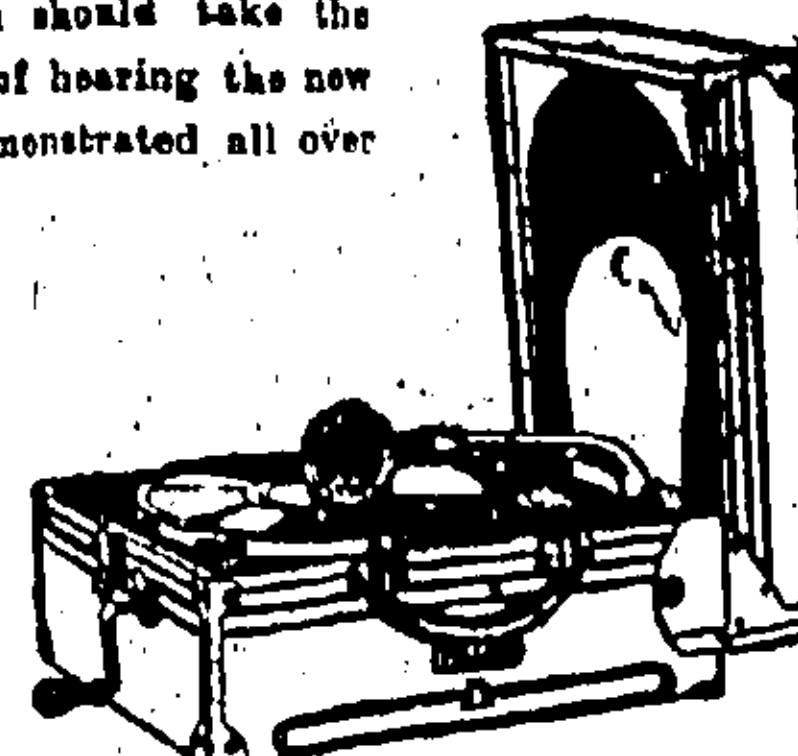
The fiery cross of human sacrifice which had blazed from the skies above the crusaders appeared once more in the final scene over the massed troops five thousand strong. In the foreground of the arena the flag of Empire lay picked out by the lights of a myriad torches, and from the distance streamed ever wider the diverging rays of the rising sun.



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NEW FRENCH STEAM INVENTION.

PLAN TO TAP ENERGY OF TROPICAL SEAS.

Paris, June 15. Starting from the principle that water will "boil" in a rarefied atmosphere at a low temperature, two French scientists, MM. Claude and Bouchet, have built at Ougres, near Liege, a steam engine which will work without stoking and without a furnace. With its help they hope to tap the latent energy of the tropical seas by utilising the difference between the heated water of the surface and the cold water beneath. The heated surface water, on being introduced into a partial vacuum, "bolls," and is condensed again by the cold water pumped from the depths. The difference between the water in the boiler and the water in the condenser was 10 degrees Centigrade when the experiment was conducted on June 1, and only one-quarter of the energy produced was absorbed in pumping and expelling the water.

In the tropics the difference in temperature is frequently as much as 30 degrees. Not only will this engine provide power in tropical districts, but the water expelled from the condenser will still be considerably colder than the atmosphere, and on being passed in pipes round the buildings, or even in the streets, will reduce the temperature and make living bearable in districts formerly considered almost uninhabitable.

A Liquid Air Bomb. M. Claude during the war invented a liquid air bomb that was discarded as too dangerous to handle. He got one of his bombs dropped, however, from an aeroplane within the German lines, where it exploded and wrought terrific damage; had it been dropped a quarter of an hour earlier it would have blown up the German Emperor.

It is believed that the Claude-Bouchet power-producing plant will effect a change in the world greater than that made by the steam engine itself. It might change the centre of gravity of the world's production.

SWEDEN'S NATIONAL COLOURS.

INTERESTING HISTORICAL RESEARCH.

The national colours of the Sweden flag, blue and gold, date back at least 700 years, and the national coat of arms of Sweden, three crowns and a lion crossing three beams, later three streams, is to be seen on a royal seal from 1275, according to the researches by a Swedish high official, in an interesting report on ancient Royal seals, just published. Thus, Sweden with regard to the age of its national symbols stands in the foremost rank of existing European sovereign states.

Earl Birger, of the powerful Folkunga dynasty, who 700 years ago founded the city of Stockholm, is the first recent known to have used the lion crossing the beams for his seal, and his son, Magnus Barn-Loek, in 1275 added to it the three crowns. The national coat of arms in its present shape dates back to the year 1448. The yellow and blue of the golden lion against a blue field became recognized as the national colours of Sweden, and the present Swedish flag, a golden cross on a blue field, became the official one during the reign of Gustavus I Vasa (1523-1560), called "the founder of modern Sweden."

In this connexion it is interesting to note that Sweden as a national independent state is the oldest in Europe and enjoys the unique distinction of having been mentioned by Tacitus, the Latin writer, about 92 A.D., who describes the "Suionum civitates" as a most powerful seafaring nation, ruled by a king.

ASHRIDGE PARK SAVED.

GIFT AS CONSERVATIVE TRAINING COLLEGE.

The Conservative Central Office issued recently the following: "It will give satisfaction to lovers of historic England to know that beautiful Ashridge, the famous Hertfordshire seat of the Dukes of Bridgewater, has been saved for public use owing to the generosity of a friend of the late Mr. Bonar Law."

"It is understood that this magnificent mansion, equipped and partially endowed, has been offered to, and accepted by, the Conservative Party for the purpose of an educational centre and training college so as to form a lasting memorial to the late Mr. Bonar Law."

The donor of this valuable gift to the party desires to remain anonymous. Its usefulness is the greater coming, as it does, at a moment when a great extension of the franchise is on the point of being passed.

The Conservative Party has already an educational institute which has accomplished much good work—the Philip Stott College at Overstone Park, near Northampton—and the gift of Ashridge Park will meet, for some time to come, the ever-growing demand for the instruction and training of political workers.

The Gardens.

Ashridge House, so near to London, will be particularly suitable for students from the Metropolis and the Home Counties, though the advantage it offers will be by no means confined to these districts.

Some 80 acres of land surrounding the house are included in the gift. These comprise the magnificent gardens, which have been open to visitors in summer-time during the past few years. It is understood that this privilege will be continued.

The present house dates from the early part of the Nineteenth Century—soon after that is, the death of that Duke of Bridgewater who has been called "the father of inland navigation."

JURY VIEW A FLAT.

£1,200 A YEAR RENT.

A £1,200 a year flat in the West End of London, described by one side as "de luxe" and alleged by the other side to be jerry built, was the subject of an action which came before the Lord Chief Justice and a special jury in the King's Bench Division.

The tenant, Mr. Henry Bell, a director of Lloyds Bank, of 82, Portland-place, W., sued his landlord, Mr. Charles Edward Lee, of the same address, for damages for alleged misrepresentation.

Sir Patrick Hastings, K.C., for Mr. Bell, said that his client took the flat in 1925 on a 21 years' lease. It was one of a block which had recently been constructed by Mr. Lee, and the lease contained some stringent repairing covenants.

Sir Patrick invited the jury to go down and see the condition in which the flat now was. "You will find," he said, "that in every room there are cracks, and that all the doors are shrank."

To a series of complaints Mr. Lee replied by referring Mr. Bell to the repairing covenant in the lease if he wanted any repairs carried out.

During an extended luncheon interval the jury visited the flat, going there in several taxis provided by Mr. Bell.

On the hearing being resumed, Mr. Elliott, managing director of Messrs. Trollope and Co., building contractors, said that the windows fitted badly, had cheap fittings on them, and must be very noisy in a high wind. The doors did not fit, and had shrunk to such an extent that a decorator could not improve them.

Sir Patrick—Would you describe these as de luxe flats?—I say emphatically that they are not. The hearing was adjourned.

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OLD EMPLOYEE'S PENSION CUT DOWN.

A settlement of a claim by Mr. Michael Storrie, of Hale End-road, Walthamstow, E., for £5 a week for the remainder of his life from Messrs. Lipton, Ltd., was announced in the King's Bench Division recently.

Mr. Storrie, who was described as an old servant and friend of Sir Thomas Lipton, and was stated to have served the firm for 42 years, is now 65 years old. He started as a bacon curer with Messrs. Lipton, and afterwards rose to be head of the firm's bacon department.

He was pensioned off last June at £5 a week, but in March the payments were stopped, and he received a letter stating that in connection with the reorganisation of the company it was necessary that the pension should be reconsidered.

He now sued the company for a declaration that they were bound to pay him £5 a week for life. The firm contended that it was merely an honourable undertaking, and that they were not bound by law.

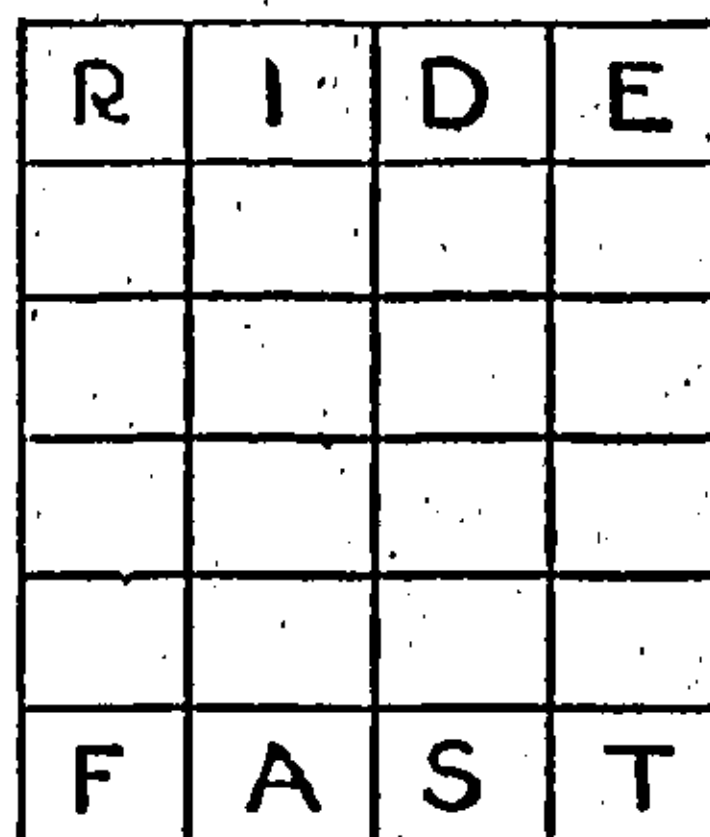
Mr. Charles Percy Tomlin, managing director of the company, said that the question of pensions to employees had to be reconsidered when the company was reorganised.

Mr. Justice McCardie—I suppose it was necessary to cut down expenses to put the affairs of the company on a satisfactory footing?—Yes. There had been a very large amount of over-payment and excess staff.

Mr. Justice McCardie—Did you think Sir Thomas Lipton had gone too far in promising pension?—Yes, in this particular case. After the luncheon interval it was announced that Mr. Storrie was to receive a pension of £2 a week for life, and that there would be no costs on either side.

LETTER GOLF.

Don't RIDE FAST as a general rule but it's safe and sane sport in letter golf.



1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

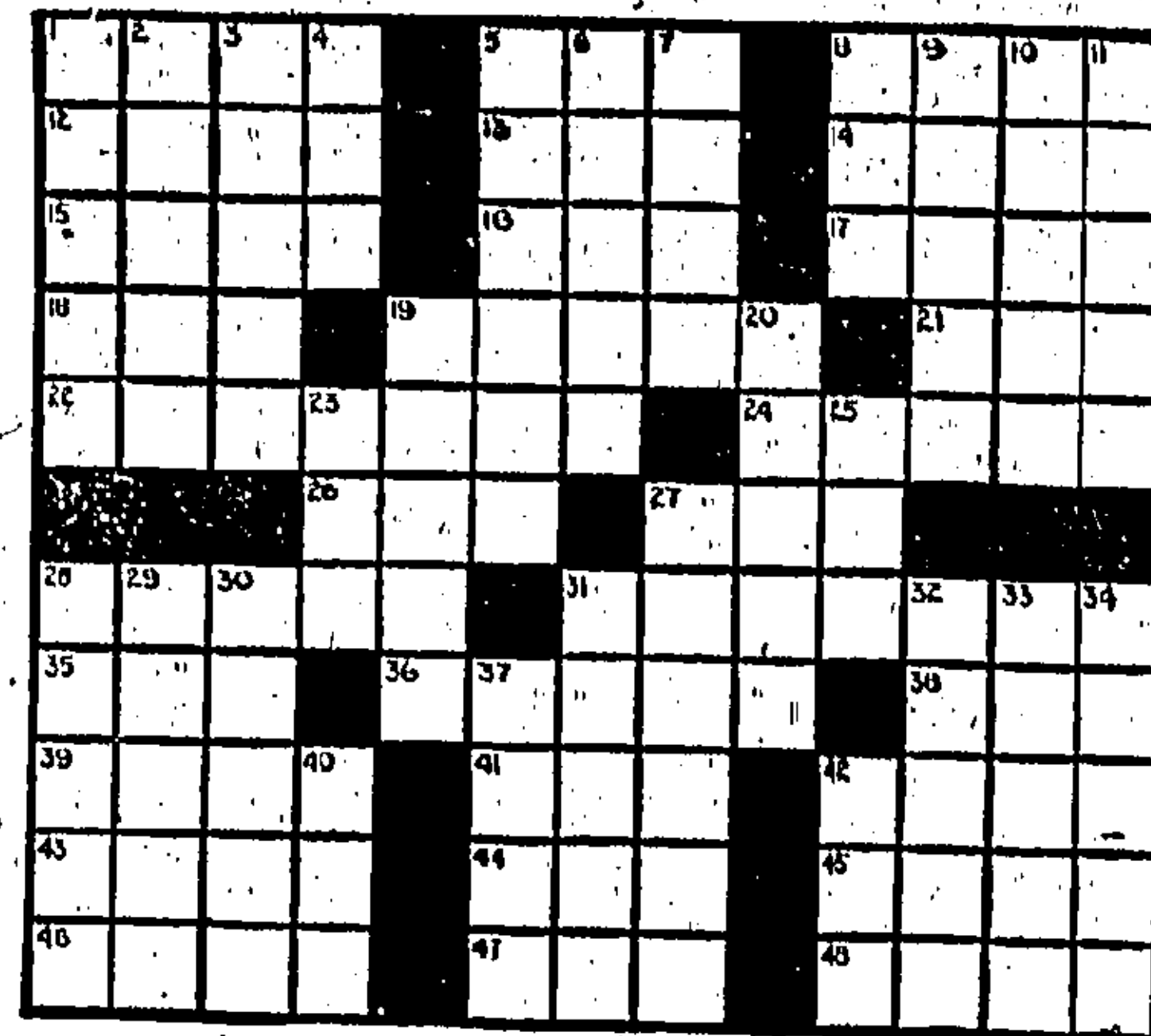
2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page of this issue.

OUR CROSSWORD PUZZLE.



Horizontal.

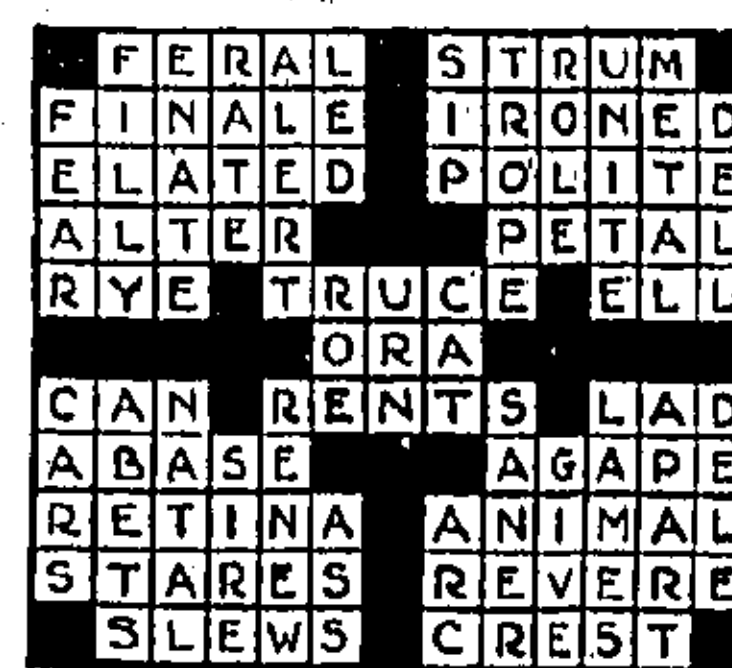
- 1 Material used in brewing.
- 2 Obstruction of a stream.
- 3 To ooze.
- 4 Hedge-podger.
- 5 Bird similar to an ostrich.
- 6 Egg-shaped figure.
- 7 To adore.
- 8 Tanner's vessel.
- 9 Fluid rock.
- 10 Black bird of the cuckoo family.
- 11 Gets up.
- 12 Lair of a beast.
- 13 Reparation.
- 14 Coat-of-arms.
- 15 Farewell.
- 16 Favourite Japanese fish.
- 17 To feel one's way.
- 18 Childs vehemently.
- 19 Portion of the mouth.
- 20 Slack.
- 21 Beer.
- 22 Eager.
- 23 Work of genius.
- 24 Opposite of avowal.
- 25 Wise.
- 26 To observe.
- 27 Stone.
- 28 Murdered.
- 29 To scatter hay.
- 30 Social insects.

Vertical.

- 1 Grinding tooth.
- 2 Solitary.
- 3 Discoloured.
- 4 Digit of the foot.
- 5 To form a scheme.

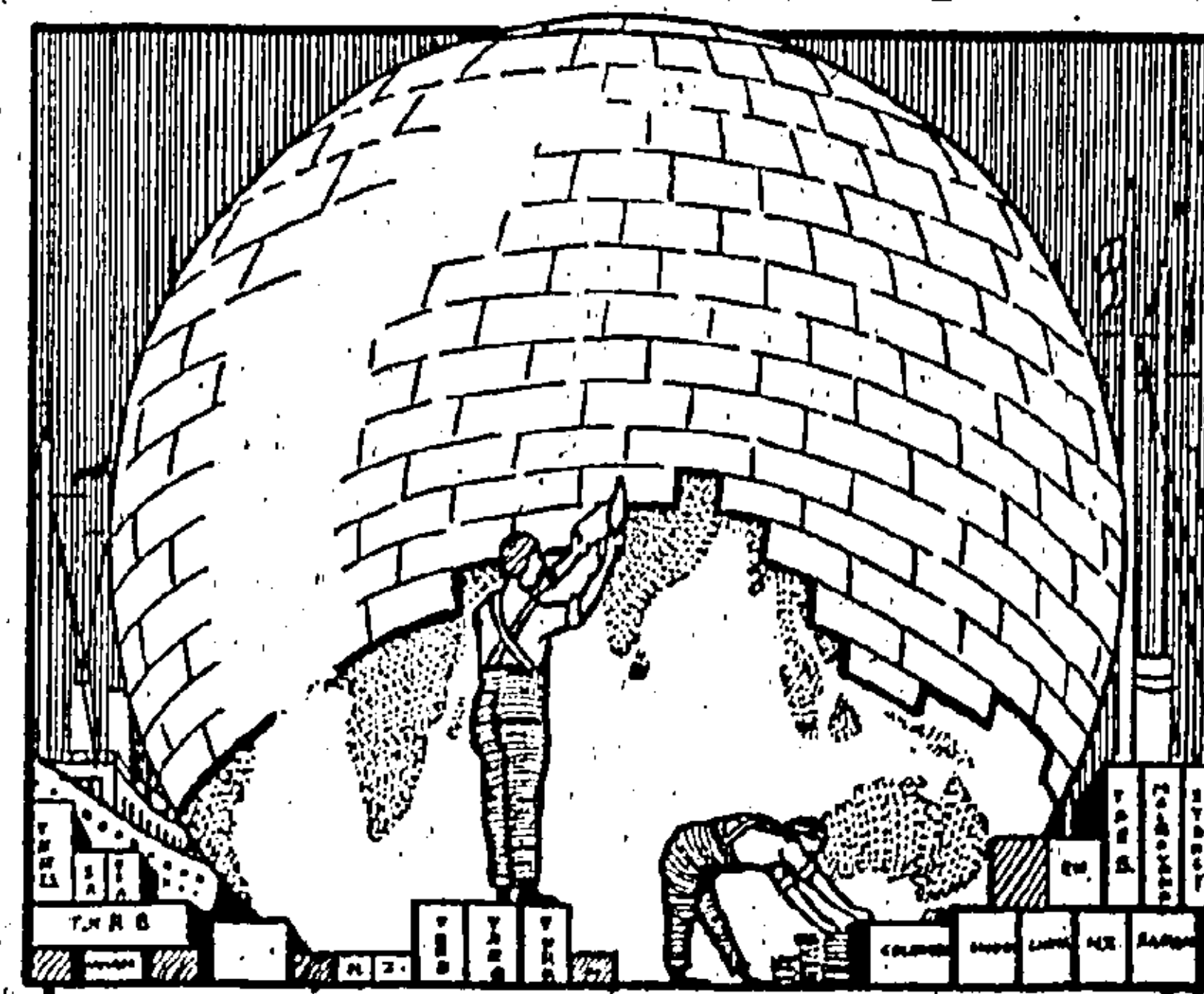
- 6 To accumulate.
- 7 Dumb or speechless.
- 8 Sun.
- 9 To elude.
- 10 Edges of a roof.
- 11 To sow.
- 12 Feast.
- 13 To frighten.
- 14 To knock.
- 15 Inlet.
- 16 Examined.
- 17 Transparent substance.
- 18 Competitor.
- 19 To think.
- 20 Myall.
- 21 Claw of a bird of prey.
- 22 To choose.
- 23 Hunts.
- 24 Hops kiln.
- 25 Moisture found on plants.
- 26 Constellation.

Yesterday's Solution.



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USED ALL OVER THE WORLD



FLOOR TILES-MOSAICS-FAIENCE
WALL TILING TO SUIT ALL TYPES OF BUILDINGS
LEADLESS WHITE OF THE HIGHEST GRADE
FIREPLACES NEAT DESIGNS & HARMONIOUS COLORS

SOLE AGENTS
SHEWAN TOMES & CO. HONG KONG.

Mr. W. J. Tarrant, 82, a delegate to the annual convention of the Institute of British Foundrymen, died suddenly at Leicester.

Senhor Christo, the Portuguese author, has been killed in an Italian motor-car accident near Orte (Rome province).

Any Tanglefoot to-day?

TANGLE FOOT

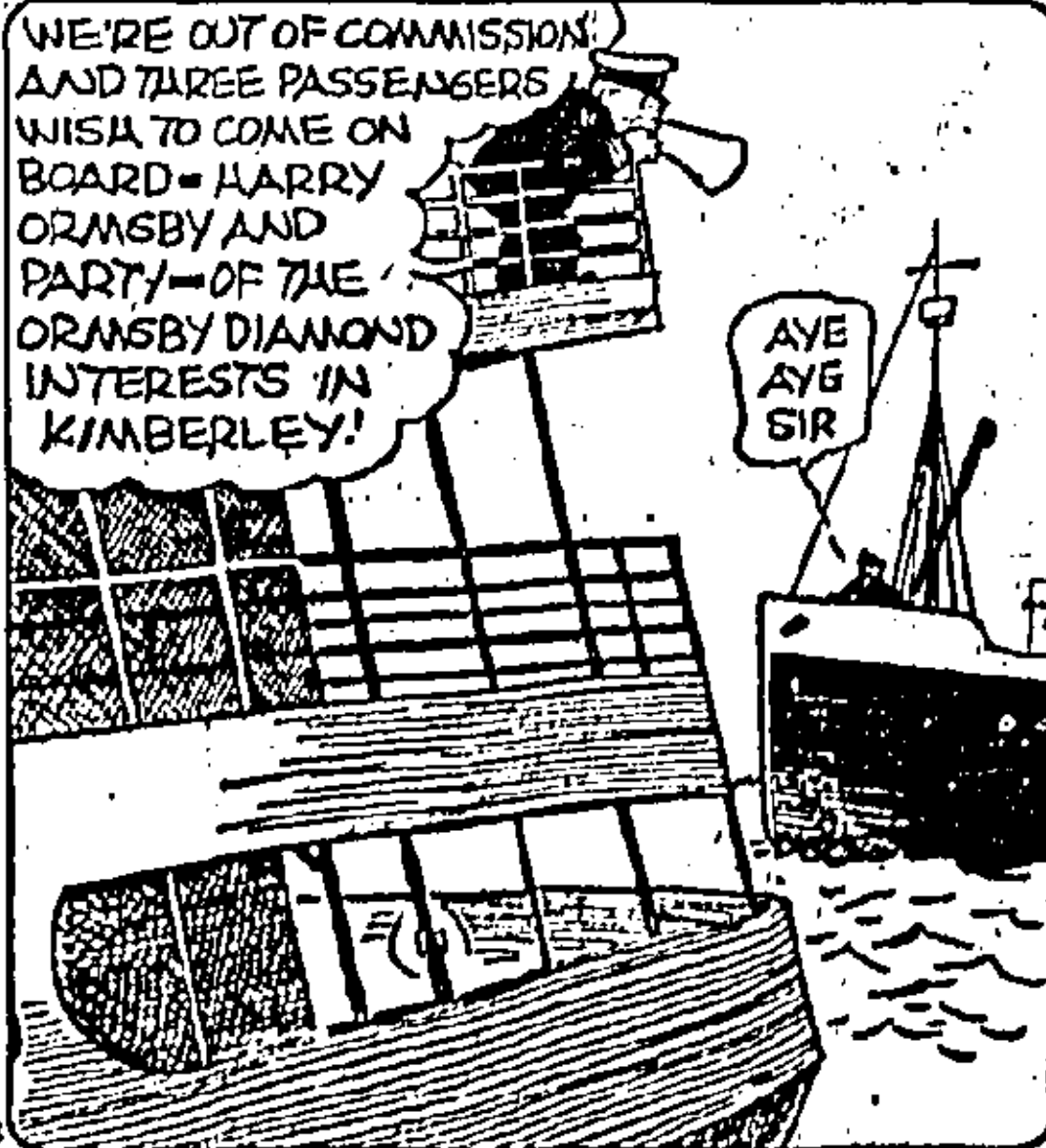
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FRECKLES AND HIS FRIENDS

STILL MANY MILES OFF THE COAST OF AFRICA, THE SAID THAT CARRIES FRECKLES AND HIS UNCLE HARRY BECOMES DISABLED... SIGNALS ARE SENT OUT TO A VESSEL THAT APPROACHES FROM THE EAST, WHICH HAS SIGHTED THE BOAT AND DRAWS CLOSE TO RENDER AID—



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Exercises a tonic effect on the skin.
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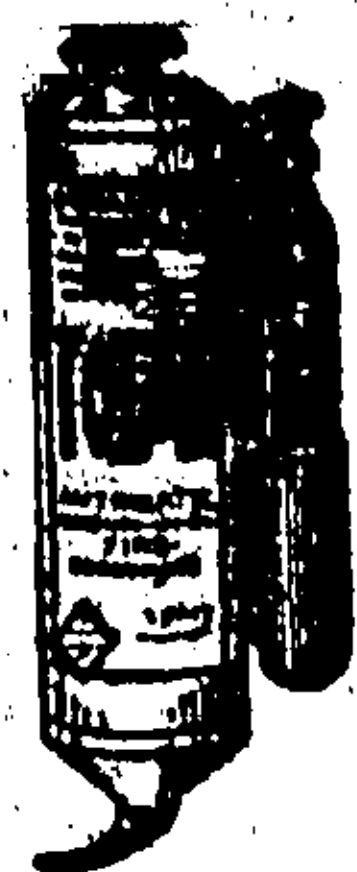
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16/19 CONNAUGHT ROAD, C.

The
Hongkong Telegraph.

SATURDAY JULY 14 1928.

INDUSTRIAL FREEDOM.

After some 40,000 looms in the town of Nelson had been idle for over six weeks, throwing about 16,000 operatives out of work, a settlement has been reached in the Lancashire weaving dispute. The whole trouble arose over disciplinary action in the case of one worker, and it does seem regrettable that while the cotton industry of Lancashire is suffering from so much depression, a number of mills which could have remained open were compelled to shut down because of a point of this character. However, it is something to the good that a settlement has been secured as a result of the deliberations of a joint committee of manufacturers and operatives, although it is a pity that it was not reached by this means before an actual lock-out was declared. An important point of industrial discipline was involved, admittedly, but this might well have been adjusted without disrupting the industry to the extent that it did for several weeks. The settlement is in the nature of a compromise, for whilst the worker over whom all the trouble arose is to be given employment elsewhere, the particular mill to which he belonged maintains its right to employ whom it will.

In many industries at home, employers have conceded the point that only Trade Union hands be employed, but it can easily be seen that if the Unions insist that no disciplinary action be taken against workers, serious consequences can easily arise. Trade Union tyranny is a double-edged weapon, however, and it has often been shown that undue pressure reacts on those applying it. Whilst Trade Unionism, rightly observed, can be mutually beneficial to employer and employed, its abuse can never be tolerated. In the United States, the "open shop" is the general rule in most industries, and in this connexion some interesting facts have recently been disclosed. Investigations made by the National Association of Manufacturers in America show that of the 187,390 manufacturing plants in that country, 137 per cent. operate as closed shops, arbitrarily discriminating against workers who do not possess Union membership cards. These closed

shops employ 7.4 of the 8,884,261 manufacturing wage-earners. On the other hand, 119 per cent. of the industrial plants, employing 11.3 per cent. of the workers, operate as non-union establishments, refusing employment to any Union member. The remaining plants, 77.4 per cent. of the total, employing 81.3 per cent. of the factory workers, are under open-shop conditions—that is to say, they refuse to discriminate because of either membership or non-membership in lawful labour organisations. These figures concern only manufacturing plants, and do not include the building, mining, and transportation industries, in which the closed-shop Unions possess greater strength. Still, upon the whole, it may be said that America is a country of free labour, where the right to employ and the right to work, irrespective of the Trade Union, is generally maintained.

It is worth noting in this regard that, despite the relatively small influence played by Trade Unions, the worker in the United States earns more than does the man in a similar line of work in England. Systems of payment by results are quite popular in the States, with the result that earnings under such systems are some twenty per cent. over day-work rates. Trade Unionism is far less powerful in America than in England, and it is pertinent to observe that industrial disputes there are decidedly on the decline.

Betting Anomaly.

An interesting admission, mainly because it has been obvious for so long, was made by Mr. Stanley Baldwin in explaining the Government's sudden decision to adopt the Totalisator Bill as their own. The Premier admits that the Betting Taxes need re-modelling, and suggests that the adoption of the "Total" will render this possible. The anomalies of the present laws are a remarkable example of bad legislation. By no logical process can Mr. Winston Churchill collect taxes from bookmakers when betting is illegal, though perhaps logic is not required of the Treasury. Foreigners who express amazement at some of our English ways, are still more confounded by our attitude regarding betting. Betting is a national habit openly practised in places "not within the meaning of the Act" but a large part of the time of the Police is still taken up in preventing slips being passed to the small man on the street corner. Detection and prosecution of street bookmakers is still an active branch of "crime" work. At the same time, this much-persecuted class attracts the attention of the Inland Revenue, which has no scruple in levying taxation on an illegal business. The absurdity of the situation reached its climax recently when ready money bookmakers were prosecuted and fined on the strength of betting slips found in their possession. It was pleaded in defence that they were obliged to keep the slips to satisfy the Inland Revenue officer when he called at stated periods to collect the tax of 3½ per cent. on cash bets. And the Premier suggests that re-modelling is necessary! In truth, the Government is well advised to take the step it has. If the Bill involves making the State a partner in betting, as Mr. Macdonald has suggested, we cannot see how the Government can ever avoid that position while a Betting Tax of any description is imposed. The Bill by legalising the "Total" will reduce the activities of bookmakers on the course and therefore tend to do away with the touts who habitually create disturbances and do more to bring racing into ill-repute than any other factor connected with the sport. A great misfortune has been averted by the Government's eleventh-hour action to save a valuable measure which opponents had almost forced out of discussion by obstructionist methods.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parentheses indicating deaths: Plague, Alexandria 2, Rangoon (10), Port Penh 3 (3); Cholera, Bombay (3), Calcutta (46), Madras (6), Colombo 1 (1), Bangkok 2 (2), Small-pox, Suva (1), Bombay 17 (6), Calcutta 19 (13), Madras 10 (3), Moulemein 2 (2), Negapatam 9 (2), Rangoon 2 (1), Vizagapatam 6, Pondicherry 3 (3), Balikpapan 7 (2), Shanghai (6), Dairen 4 (4) and Beirut 1.

DAY BY DAY.

THERE IS THIS PARADOX IN PRIDE—IT MAKES SOME MEN RIDICULOUS BUT PREVENTS OTHERS FROM BECOMING SO.—Colton.

Two Chinese cases of typhoid were notified yesterday.

It is notified that the name of the Oriental Trading Company (Hongkong), Limited, has been struck off the Register.

His Excellency the Officer Administering the Government has appointed Mr. Basil Hampden Church to be an Assistant Government Marine Surveyor.

It is advertised that on and after Sunday, July 15 the Rider Main Districts West of Garden Road, will be controlled by bringing the Rider Mains into operation.

About Hong Kong.

Do you know that—

There was formerly a St. Andrew's School in Hongkong?

Its creation arose from a public meeting held in 1855, at which attention was drawn to the fact that the Colony was still without a public school for English children, who were educationally less cared for than the Chinese.

This school occupied a site in Kennedy Road, but it only lingered on for a few years, when the site was bought for the erection thereon of the present Union Church, which had previously been accommodated in Hollywood Road.

His Excellency the Officer Administering the Government has appointed Sergeant Maurice Alfred Johnson, M.M., to be Second Lieutenant in the Hongkong Volunteer Defence Corps.

Bankruptcy notifications state that a first dividend of 20 per cent. has been declared in the case of Jose Augusto Lopes, and a first and final dividend of 38.30 per cent. in the case of the Connaught Motor Car Co.

Under the Sale of Food and Drugs Ordinance, 113 samples were taken in Hongkong during the quarter ended June 30th. Of these, all were genuine excepting three of tea, two of pepper and one of fresh milk.

The Observatory returns for June show that the average mean temperature during the month was 79.9, the highest being 89.3 and the lowest 71.3. There were 176 hours of sunshine and 15.13 inches of rain. The average humidity was 83.

Two land sales are to be held at the P.W.D. Offices on the 30th instant. They are New Kowloon Inland Lot 1143, situated at Shamshui, area 7,440 square feet and upshot price \$9,300; and Kowloon Inland Lot 1145, Kowloon City, which has an area of 1,104 square feet and the upshot price for which is \$1,666.

FRENCH REVENUE.

SATISFACTORY FIGURES FOR SIX MONTHS.

Paris, July 13.
The revenue returns for the first six months of the year totalled 19,327 million francs.

This exceeds the Budget forecast by 1,299 million francs and last year's returns by 1,386 million francs.—Havas.

EXCHANGE RATES.

London, July 13.	
Paris	124.20
Geneva	252.25
Berlin	26.42
Oso	18.20
Helsingfors	133.4
Athens	47.7/10
Buenos Aires	2/0/2
Hongkong	4.80 1/2
New York	12.08 1/2
Amsterdam	18.10
Stockholm	34.505
Vienna	29.525
Madrid	162 1/2
Bucharest	1/5 1/2
Bombay	1/10 3/4
Yokohama	92.85
Brussels	23.20
Milan	18.20
Copenhagen	14.4
Prague	2.7/82
Lisbon	5.57/64
Rio	2.7/4
Shanghai	27.5/16
Silver (spot)	27.1/10
Silver (forward)	—

—British Wireless.

LETTERS FROM HONGKONG.

13.—A Kowloon Plethora.

Hongkong and Kowloon are connected by an extraordinarily efficient service known as the Star Ferry, but otherwise they are as far apart as London and Bahama—temperamentally, I mean. They might be oceans asunder. The atmosphere, the very air they breathe, their thoughts, the things they talk about—I believe they really are two different races who, when they arrive, gravitate naturally to their own appropriate side of the water. This is a truth which is brought home to one gradually yet firmly with ones knowledge of the place, and goes a long way to explaining many social solecisms.

Said a Kowloon resident, "I can't think how anyone can live on the Peak. Mist and fog day after day. Never a sight of the sun. And I really believe it's no hotter here. Something to do with the wind... I went up to see Mrs. C. the other day and she was up there!—I could hardly crawl up stairs. D'you know? I was quite glad to get back."

Again, the Penkites: "Kowloon? Oh, dreadful place. So stuffy. Of course we get a little mist up here sometimes, but then there are fine days too. And look at the temperature. Ten degrees difference in summer."

Far be it from me to attempt to persuade anyone to give up living on the Peak. Rents and expenses are high up there, and quite right too. If they came down to live amongst ordinary mortals they would no doubt bring their expenses with them. As for the Kowloonites, with their Residents' Association, their motor buses, their recreation clubs, and their homely suburban ways, I think we may very well leave them there also. The place is expanding rapidly, as all good suburbs should; there is no very great shortage of accommodation, rents, though artificial, are not so atrocious as on the island, while their tendency is probably downwards.

When we had been in the Colony some weeks, we received a little note from a distant relation living on Olympus, who had been forewarned of our arrival in Hongkong. The note came on the 15th of a certain month and asked us to ten on the 13th. I wrote regretfully pointing out the impossibility of the arrangement, and have never heard nor seen anything of the writer since. Do not let it be thought that I am blaming them in any way. I was, and still am, all together too ignorant of local customs to attempt criticism in any form. After all, why should people

be bothered with calling on a lot of newcomers when they have got all the friends they want, all handy, on the Peak, as it is? I only quote the incident as illustrative of an attitude.

Now in Kowloon, things are different. Here the social instinct, on the whole, runs very strong. There is a perpetual urge towards intercourse—tea parties, tennis, bridge. I know of one Kowloon lady who makes a point of meeting every boat that arrives in the over-present hope that she will come across somebody really exciting one day. Her circle of acquaintances is large.

If Kowloon, a mother-with-a-family's first anxiety is to get her family out of the house in charge of an amah, so that she may pursue her social functions unrestricted. This is the cause of one of the phenomena that strikes a newcomer so forcibly on his arrival. Along one side of the Nathan Road for a considerable distance runs a grand before a line of shops. And down the whole length of the avenue, British children in their dozens play about the pavement and the gutter, while their attendant amahs sit on the door steps and converse, no doubt about the well-fare of their charges and the amiability of English mothers, much as English nursemaids would do under similarly ideal circumstances. Naturally the children after a while become somewhat dusty and tired looking. But then, what will you? Children won't stay clean for ever...

I spoke of British children. But there are also the Portuguese. These good people have such numbers of children that it seems impossible to keep them clear of the house. Consequently, those streets inhabited mainly by our Portuguese friends are their constant playground. They do not seem to mind the heat; as often as not they wear no hat; nor do they seem to get quite so dusty as their fairer contemporaries. They are indeed cheerful, attractive little people, with their dark, liquid eyes, and their velvet-like skin.

But change is ever with us. I understand that the all-seeing omniscience of the K.R.A. has under consideration the necessity for providing further green shady spaces where children may play without so much chance of becoming dusty. The difficulty is that green spaces, whether shady or not, are in general such excellent spots for building on; and, of course, no one can deny that houses pay very much better than children.

CINEMA NOTES.

K.O.S.B. BAND TO APPEAR TO-MORROW.

Rida Johnson Young's famous ballad "Mother Machree" transferred to the screen under the able direction of John Ford, will have its final showings to-day at the Queen's Theatre.

Belle Bennett, Victor McLaglen, Ted McNamara and Neil Hamilton are the featured players in this beautiful story of a mother's love and sacrifice for her son. The picture is notable for some extremely fine acting, exquisite settings—many outdoor scenes have been actually filmed in Ireland—and its appealing story.

To-morrow's attraction at all shows will be "The Popular Sin," a comedy of love and marriage with Florence Vidor, Cliver Brook and Greta Nissen as the leading players. At the 9.20 p.m. performance on Sunday and Monday the Band of the 2nd K.O.S.B. will appear (by kind permission).

World Theatre.

"Upstage" with Norma Shearer in the title role, will be shown to-day for the last time at the World Theatre. "Upstage" is an intimate story of life behind the scenes, and depicts Norma Shearer as a chorus girl who finds real romance far away from her profession. There is plenty of comedy at the expense of Ward Crane while Dorothy Phillips, Gwen Lee and Tenen Holtz contribute their share towards making "Upstage" one of Norma Shearer's finest pictures.

Star Theatre.

Pauline Starke and Owen Moore are the leading players in "Women Love Diamonds," a picture which also closes its season to-day at the Star Theatre. Pauline Starke portrays a young society girl tired of her monotonous existence and who seeks a startling way out. Lionel Barrymore is also a featured player.

HONGKONG TRADE.

QUIETER CONDITIONS IN PIECE GOODS MARKET.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Cotton Piece Goods and Fancy Cotton Goods.—Since the last report the market has been much quieter and the only sale of note has been a substantial quantity of a standard quality of Broadcates at an exceptionally cheap price. Cotton has fluctuated sharply during the last two weeks with a tendency to lower prices, but although concessions are easier to obtain from Manchester, the prices of piece-goods remain virtually the same as before the drop. Clearances are still poor.

Another report states: Apart from some business in Grey and White Shirtings and a few lines of Cotton Fancies, there is very little business to report. The local market is extremely quiet. A Japanese boycott is still in force at Bangkok, Singapore, Fochow, Amoy and Swatow and very little Japanese cargo is leaving Hongkong for these ports. The boycott is not being maintained in Canton, and Japanese goods can be shipped to that outlet. Manchester prices are still firm and quotations for cotton goods are relatively high compared with local values.

Woolens.—Enquiries and buying here not yet started for the season, 1928. There is no fresh business to report.

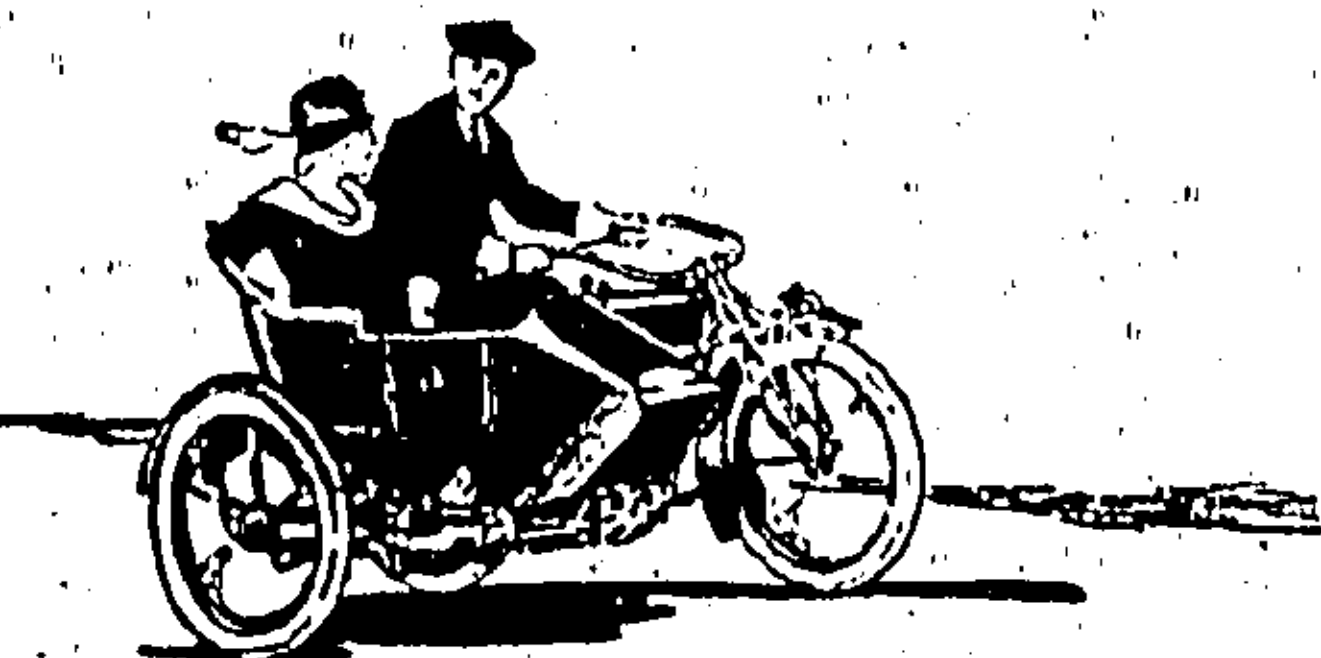
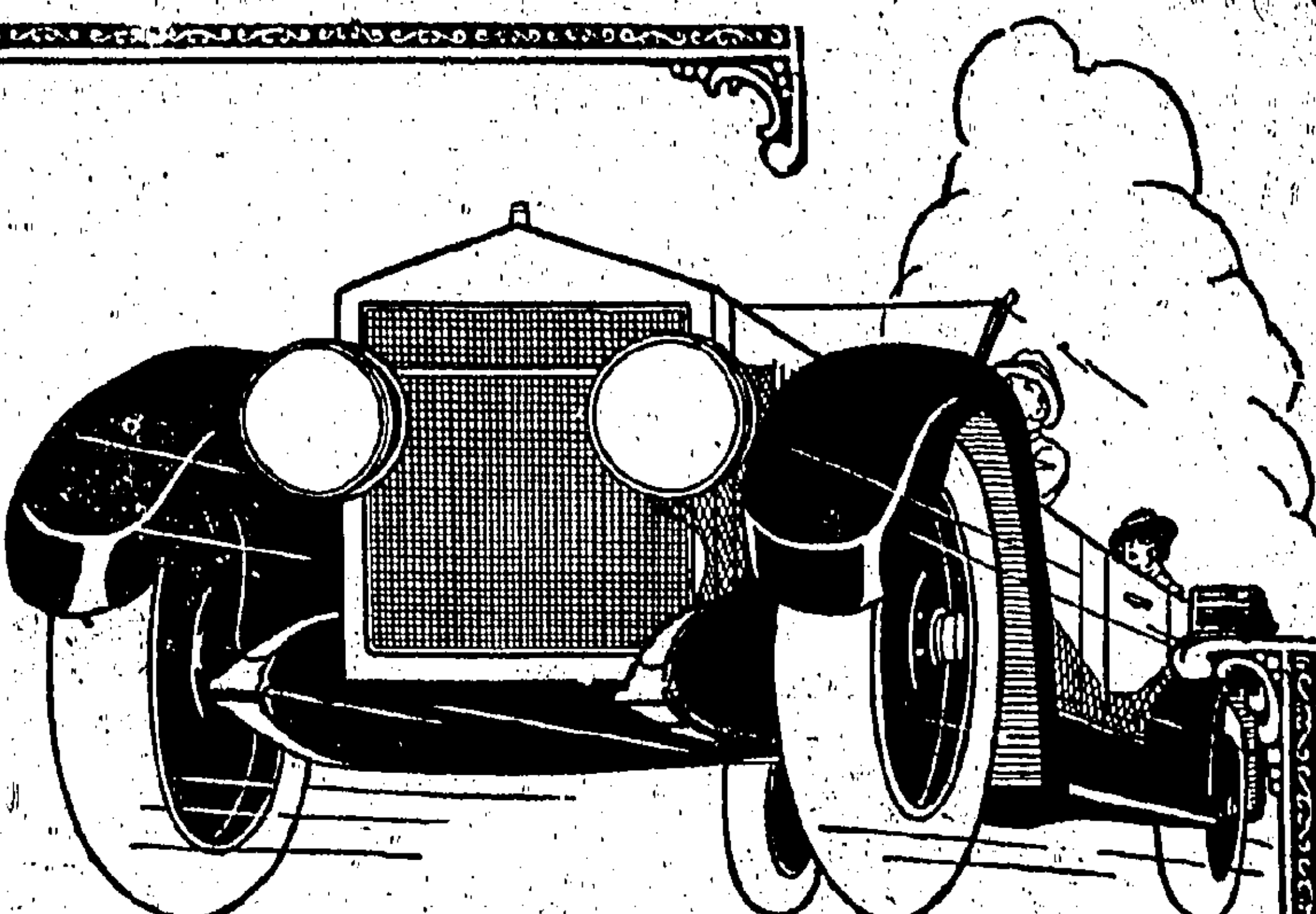
Cotton Yarn.—During the interval a limited business has been put through at the previous rates. Nominal quotations are as follows:—No. 10s. \$170-190. No. 12s. \$190-195. No. 16s. \$195-200. No. 20s. \$205-210. Arrivals nil. Shipments nil. Sales 200 bales. Unsold Stocks 3,600 bales. Bargains 6,300 bales.

Raw Cotton.—No business to report.

Flour.—Stock: American 600,000 bags; Canadian 300,000 bags; Australian 80,000 bags. Market weak, with practically no sales.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY 14th JULY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Road Repairs.

It is with pleasure that we notice that the work of repairing Mount Davis Road has been put in hand, for this stretch of much-used highway had lately become in bad condition. Serving as it does the residents of Felix Villas and neighbourhood, this road is now a really important artery, and it is to be hoped that our Roads Department officials will pay due attention to its condition. While on the subject of roads, we have heard that the work of repairing the Shek-O Road is about to be put in hand—news which will come as a pleasant surprise to those who have dispaired of anything ever being done there. If the road does receive the early attention promised, there will still be lots of summertime left for bathers and golfers to reap the benefit. We have also to record that two roads, which have been temporarily closed, are again open to residents who have permits. The eastern end of Kennedy Road, which has been closed for two or three weeks on account of alteration and widening, can again be used, and Conduit Road, which has been impassable for many months owing to a landslide, has been built up. We notice that a large wall has been built at the spot where the fall occurred, this strengthening the road considerably.

Not Drivers' Fault.

In connexion with the "honking" nuisance in the city, observation leads us to re-assess what we hinted at in this column last week, namely, that the dilatoriness of the traffic pointmen is a very contributory factor. As a rule a pointman takes little or no notice of an approaching motor vehicle until the driver of it has sounded his horn several times. Instead of being on the alert and in an anticipatory frame of mind, pointmen generally wait until they are "called" several times by a driver and then give the necessary signal. This is to be noticed particularly at the Duke of Connaught Statue in front of Blake Pier and at the top of Pedder Street, near the Asiatic Building. While there is far too much "honking" on straight roads, which has nothing whatever to do with traffic officers, it remains a fact that there could be considerably less on busy corners if drivers had the earlier co-operation of pointmen.

Unlighted Trucks.

When drivers of motor vehicles are often summoned and fined for failure to exhibit a rear light it is only fair to expect that all other vehicles should be similarly treated. Leaving out motor cycles, which are not expected to carry a rear light (though we have often argued that they should), it is surprising that police action is not more frequently taken against the men in charge of man-handled trucks. Not infrequently one sees a truck heavily laden being hauled through the town at night with nothing at all to illuminate it. Usually, however, it is the custom for the front coolies to carry a lantern while tugging at the fore rope—a paper lantern of Chinese type. The real danger arises from the fact that the truck itself is not illuminated, there being nothing to show the width or length of the load. Motorists cannot always see what load is being carried, and timber and long bamboo poles are especially dangerous. We suggest that something be done in the matter, not the least important requirement being that a red light should always be showing to the rear. The width of the truck might also be indicated by a light on the off-side—at least that would be sufficient if the trucks kept to the extreme left of the road as all slow moving traffic should. We suggest that the matter is worthy of the serious attention of our traffic authorities.

Suggested Improvement.

In pursuance of our policy of calling the attention of the authorities to places where danger exists, and can be removed, especially with regard to dangerous corners, it would perhaps not be out of place to call attention to the point at which the Castle Peak and Taipe Roads join. This is a junction which offers no difficulties to motors travelling either too or from Taipe, but in our opinion there is distinct difficulty experienced by drivers approaching the junction from the direction of Lai-chikok. In proceeding up the small hill which finishes at the junction, drivers are unable to see, without considerable difficulty, whether any traffic is approaching from the direction of Taipe, owing to small hillocks and large rocks obstructing the view. A large quantity of rock has been removed on the other side of the junction, which does not affect traffic in the slightest, and we think that it would be a simple matter, costing but little, to remove the small mounds of earth and rocks that at present obstruct the view of drivers approaching from Lai-chikok. Their removal would be of considerable help to motorists and would greatly lessen the danger at this spot.

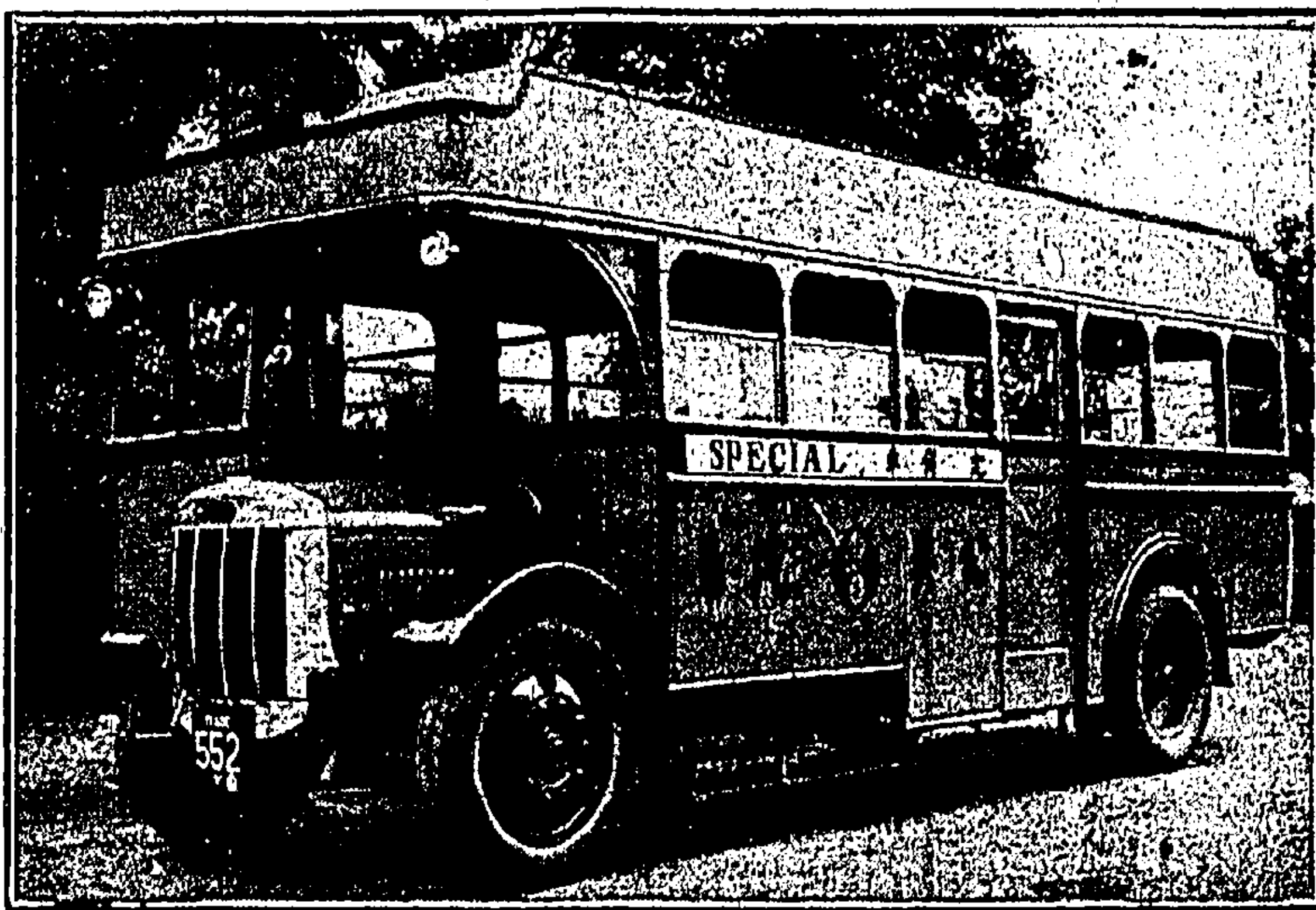
Parking Places.

We would like to congratulate the P.W.D. for having provided parking places at one of the popular beaches along the Castle Peak Road. At the beach just past the village of Shan Tseng, about 12 miles out, there are now over a dozen matsheds and owners have hitherto had to park their cars alongside the road, which is only wide enough for two cars to pass each other comfortably. With a string of cars parked on one side (and on some occasions the cars have not always been parked on the same side) there was danger to through traffic which was very real. Now, on account of representations recently made, two parking spaces have been provided by the inexpensive method of filling in some waste ground between the roadway and the hillside on the south. We would like to see similar action taken at Castle Peak itself and at other points along the road, so that all cars used by matched owners could be parked off the roadway. Admittedly, the configuration of the land at some of the beaches renders the making of parking places a more difficult problem than it has been at Shan Tseng, but the safety of the road would be greatly increased if all stationary cars were off the roadway.

At Repulse Bay.

Unless motor car drivers generally proceed at a slower pace than is usual along the lower road at Repulse Bay (that which serves the beach and matsheds) there is bound to be a serious collision in the not-far-distant future. There is no need or justification for fast driving along this stretch, but it is notorious that cars proceed along it at anything up to 20 miles per hour, even at busy times when parked cars make the road very narrow. There is a bridge, just before reaching the Hotel bungalows, which is only wide enough for one car, and yet car drivers (European as well as Chinese) will drive up to it at a speed that entails the screeching of brakes and the skidding of tyres if another car should be approaching it from the other direction. The wonder is that there has been no serious accident already. As this is purely a pleasure road, it would be a good thing if there was a strict speed limit imposed—say, of eight miles per hour. Unless something of this nature is done, we shall regretfully have to record a smash-up. There is room for

SHANGHAI'S NEW OMNIBUSES.



Pictured above is the first of the new type of omnibus to be completed for the China General Omnibus Co., of Shanghai who are shortly to put 20 of these splendid conveyances on local bus routes. These new buses are known as the Tilling-Stevens Express low loading buses and have been specially designed and constructed for Shanghai conditions. They will be used to inaugurate the new express service which was to be commenced last week.

much improvement in the manner in which many drivers park their cars along this road, some of them not taking the trouble to get off the road on the right as far as they might. Lately, there has been a large number of public hire cars (whether waiting for bathers who had engaged them or being there on the off-chance of custom, we do not know) and these are often among the offenders. It would be of great assistance if one or two more parking spaces could be provided between the road and the matsheds.

Lighted Signals Wanted.

With the continued increase in motor traffic there is one place at which lighted signals would be desirable, and we refer to Queen's Road West, at the junction of Pokfulam Road. In the day time the pointman's signals can be clearly seen, but at night this is a difficult matter. A short time ago two cars collided at this spot, the reason being that neither driver could see the officer's signal. When approaching the pointman, who does his signalling by hand, it is the custom for drivers to dim their headlights so that he is not blinded by their glare, but the proceeding makes it difficult for a driver to see the pointman. It would be a decided improvement if a lighted signalling device could be installed at this spot.

Parcel Cars.

As announced in the advertisement elsewhere in this issue, the new Harley-Davidson parcel cars are due to arrive in the Colony to-day and will be on inspection until Wednesday at the garage of the Gascon Motor Company, Kowloon. The cars will be sent to Macao on that date where they will be employed in the Postal service. Retail stores desiring to give quick service in the delivery of customers' purchases could not do better than interest themselves in this latest and up-to-date method of transportation.

SOME CADILLAC USERS.

Indicative of the standing of the Cadillac car abroad, a list of prominent owners was recently sent to Lawrence P. Fisher, Cadillac president, by W. T. Whalen, general manager of General Motors Export Company. The roster includes Princess Juliana of Holland, Queen Mother of Holland, King of Spain, the Royal Household of Japan, the Japanese Royal Navy, Shad of Persia, President of the Argentine Republic, President of Poland, Baron Beaverbrook, Queen Marie Christina of Spain, Governor General of New Zealand, President of Brazil, and General Smut of South Africa.

OUR PUBLIC HIRE CARS.

The Value of Competition.

We have received the following communication from a motoring reader:—

Sir,—I noticed the other week in your local comments on motoring, a suggestion that there should be a limit put by the authorities on the number of public motor cars which are allowed to ply for hire on the streets of the Colony, and because I think the writer of that note has overlooked one or two very important points I would like to put the following considerations before you.

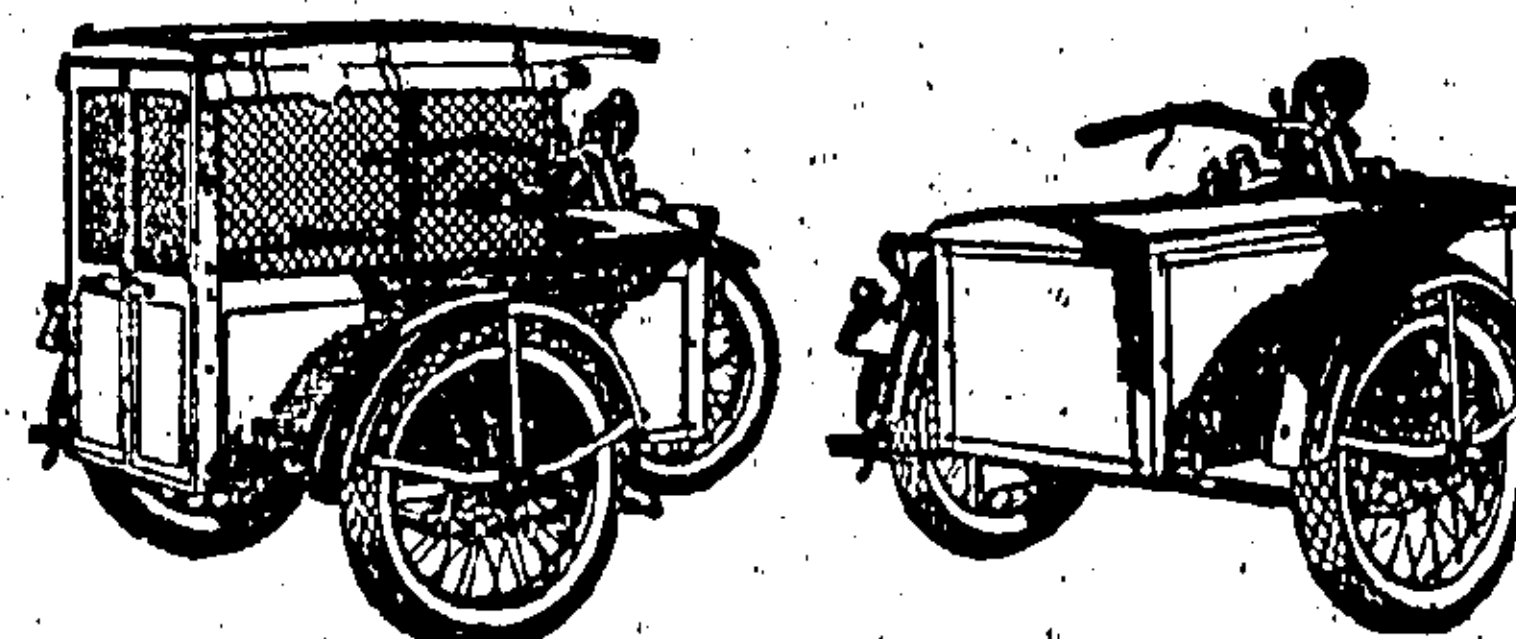
It is only a few years ago since the rate of motor car hire in this Colony was \$3.00 for a large car and \$5.00 for a small one. At that time the hire car service was maintained by a few garages, there being no taxicabs on the streets. A little later, the hire rates were reduced to \$7 for a large car and \$5 for a small, this being the result of competition. Then, when the first taxicab service was started (a service which failed because it was not properly managed) the garages brought down their rates to \$6 for a large car and \$4 for a small one, and these rates have been maintained by the garages right up till a week or so ago. After the collapse of the old taxicab service, public hire cars were allowed on the streets and, owing to keen competition between these Chinese owner-drivers, rates of hire came down with a rush—to a figure at which it puzzles one to know how some of these men manage to earn a living, let alone profit. In the early days of public hire vehicles on the streets there was good money to be made, but to-day the number of cars has forced down the hire rates to a really amazingly low level, and it is the public which gets the benefit. The community of this Colony has to thank the much-maligned public hire cars for saving it thousands of dollars every month in the cost of transportation, and once again the garages have been forced to lower their charges so that to-day one can engage a car by telephone for \$5 per hour for a big car and \$3 per hour for a small one. That would not have been possible except for the keen competition created by the public hire cars on the streets. The standard of Hongkong's public hire cars is, thanks to the strict supervision exercised by the Traffic Department, extremely

high; new and luxurious vehicles being always obtainable. The standard of the driving is also high, notwithstanding the frequent, and often unfair, criticism one reads in the local newspapers. As a class, the drivers are honest and well-behaved, for I have yet to read of a case in which an inebriated man has been molested or robbed when using a public hire car as he is liable to be when in a ricksha or chair.

It would be a great mistake, sir, if the traffic authorities of this Colony ever attempted to set an arbitrary limit to the number of these hire cars, for the supply will inevitably be regulated by the inexorable law of demand. Hire rates are so low and cars so plentiful that the law of supply and demand is already in operation. There are fewer new cars going into the hire service to-day than there were some months ago, and one need never fear an obstructive saturation such as the writer of your note suggested. The more hire cars and taxicabs there are on our streets the cheaper will be the transportation costs of residents who sometimes need the help of a motor vehicle, and once the authorities impose a limit to the number then they will inevitably interfere with competition, which, in turn, will make for dearer rates of hire. So long as the hire vehicles are kept road-worthy and manned by good drivers there should be no restrictions as to numbers, beyond that which naturally operates through the ordinary economics of business. The community has benefited too greatly from competition in the past to allow itself to be robbed of it now. I think these considerations are too important to be overlooked.

"JOY FLIGHTS" FOR MOTOR TOURISTS.

Arrangements have been made by the Automobile Association whereby British motorists touring in Germany may undertake flights over the cities of Berlin, Essen, Hamburg, Frankfurt and Mainz, Cologne, Halle, Leipzig and Munich. These flights may be made every day over Berlin, and in the case of the other cities by notice being given to the Aerodrome. The charge is from 12/- to 15/- per person according to the number carried. It is often a cause for regret to motorists that they are unable to see more of a city during a brief visit, but by aid of the aeroplane a rapid survey can be made.



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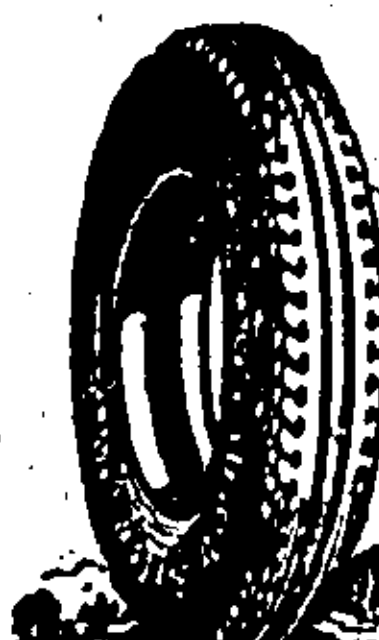
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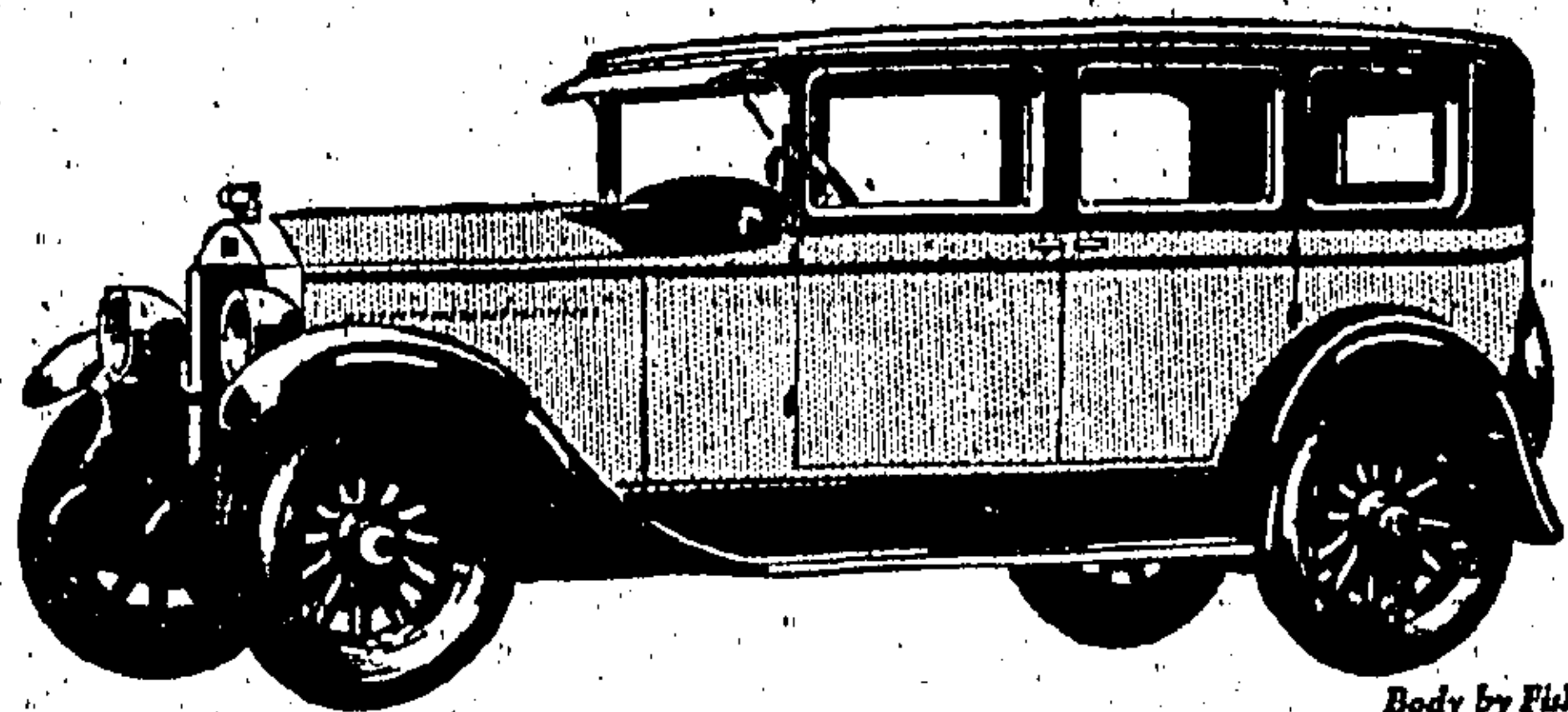
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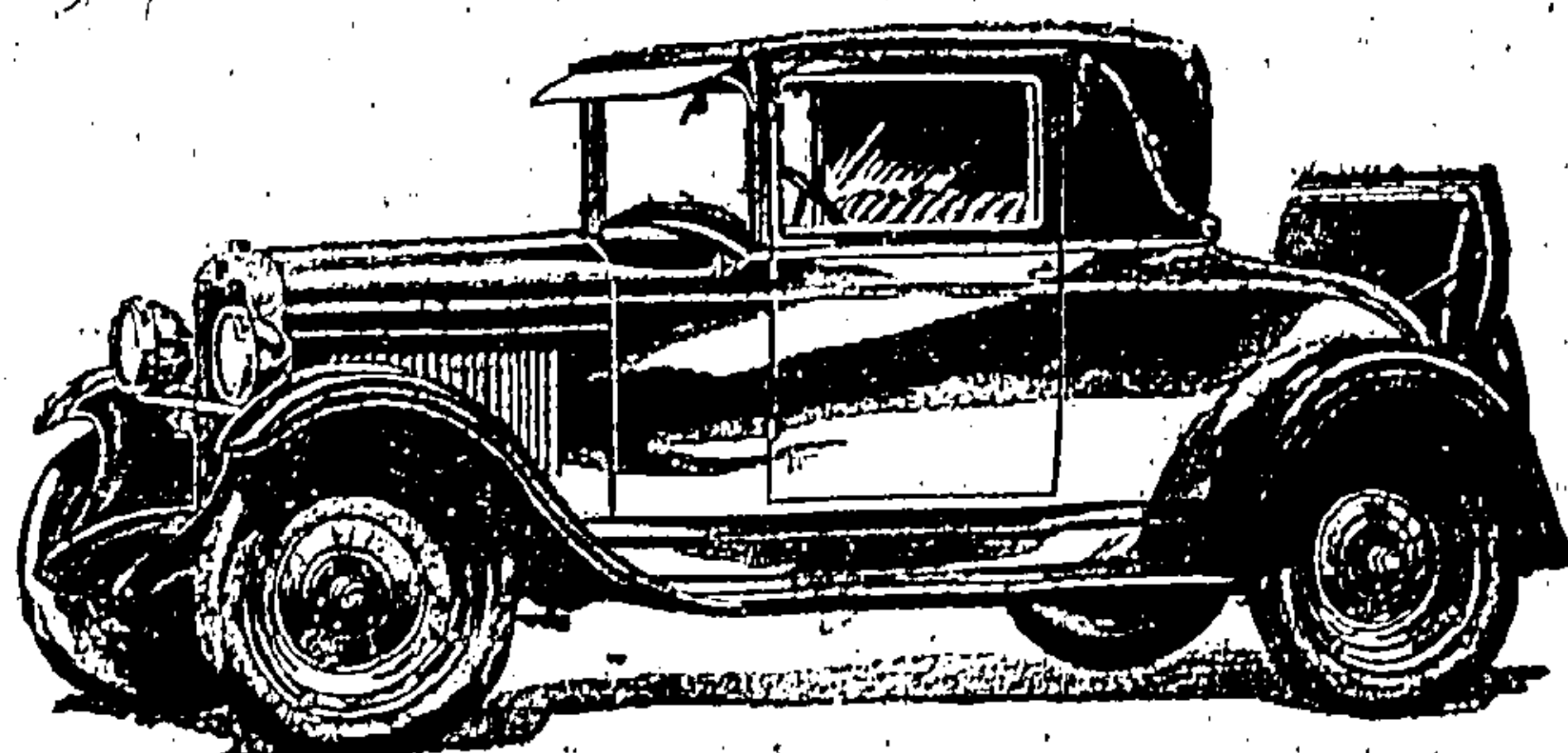
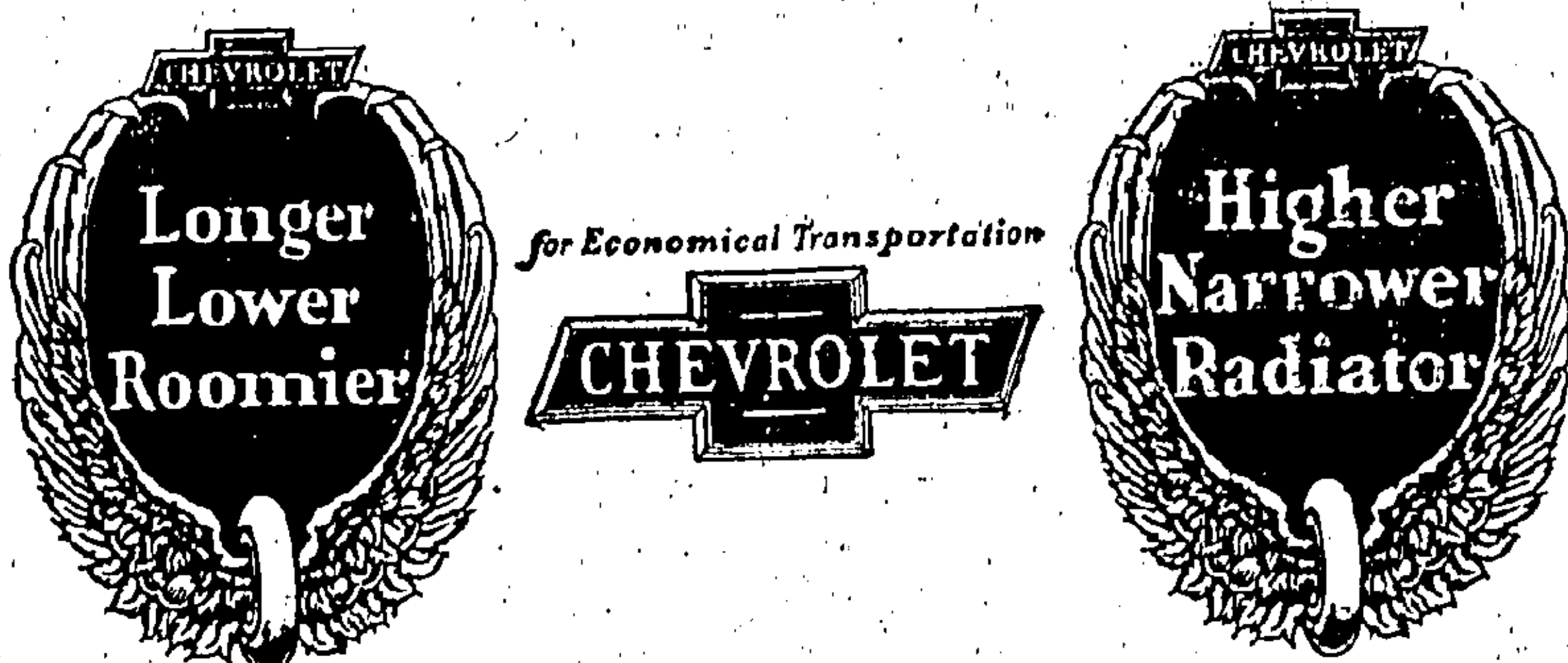
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S.A.E. Horse Power Rating	21.7	Brake Horse Power	35 at 2200 Revolutions
Piston Displacement	107.9 Cu. In.	Wheelbase	107 inches
	NETT	F.O.B.	EXTRA
	WEIGHT	FACT.	NETT
* CHASSIS 1 Ton	1765 lb.	G\$375	G\$21
* ROADSTER 2 Passenger	2100 "	495	56
* TOURER 5 Passenger	2160 "	495	56
* COACH 5 Passenger	2230 "	585	45
* COUPE 2 Passenger	2305 "	585	45
* CABRIOLET 4 Passenger	2340 "	665	45
* SEDAN 5 Passenger	2505 "	675	45
* LANDAU 5 Passenger	2475 "	745	45

* Hongkong Price includes spare rim Tyre & Tube, Right Hand Drive.
* Hongkong Price includes spare rim Tyre & Tube, Bumper, Bulb Horn, Drab Deck Top, Right Hand Drive.
* Hongkong Price includes spare rim Tyre & Tube, Bumper, Bulb Horn, Right Hand Drive.

SERIES L. O. "CAPITOL"

S.A.E. Horse Power Rating	21.7	Brake Horse Power	35 at 2200 Revolutions
Piston Displacement	170.9 Cu. In.	Wheelbase	124 inches
	NETT	F.O.B.	EXTRA
	WEIGHT	FACT.	NETT
* CHASSIS 1 Ton	2130 lb.	G\$435	G\$40
* Chassis 1 Ton with Cab	2500 lbs	610	40

Hongkong Price includes spare rim, Tyre and Tube and 4 fenders.

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25 Queen's Road Central Tel. Central 4759.

BRITISH CARS TRIUMPH AT LE MANS.

Bentley's Win in Sixth Grand Prix d'Endurance.

1,668 MILES IN 24 HOURS.

The sixth Grand Prix d'Endurance for motor-cars, resulted on Sunday, June 17, at Le Mans in a win for Captain Woolf Barnato and Mr. Rubin, driving a Bentley, after the fastest race in the history of the course.

They covered 2,669.272 kilometres (approximately 1,668 miles) between 4 p.m. on Saturday and 4 p.m. on Sunday—a speed of more than 69 miles an hour.

A Stutz, the biggest car in the race, was second, while a Chrysler was third.

Thousands of people watched the race, many camping out all night and dancing to gramophones.

Records Go by the Board.

Le Mans, June 17. It is not often that a great road race in France develops into a struggle between England and America, with the French nowhere except in the small classes.

This year's twenty-four hours' race at Le Mans—the sixth Grand Prix d'Endurance for motor cars, organised by the Automobile Club de l'Ouest—fully came up to expectations, however, and developed into a terrific duel between England and America. The best sports cars of both countries were pitted against each other, and right up to the end the issue was in doubt.

For hour after hour, and lap after lap, a Bentley and a Stutz fought it out neck and neck, and those spectators who did not stay the whole night through came back in the morning to find them in, roughly, the same positions, with only seconds separating them. The final triumph of the Bentley, at more than 69 m.p.h. was reached only after long hours of desperate endeavour, in which both men and machines were tested to their utmost.

The race, which started at 4 p.m. on Saturday and finished at 4 p.m. the following day, was fought out to the last ounce. All through the long night, the grim struggle was waged, and the scene in the woods was beyond description. Car after car would come roaring through, stabbing the gloom with its headlight beam.

Bentley's Take Lead.

This year drivers did not have to put up their hoods, and the race was opened by making them sprint over to their machines.

On the first lap, three 4½ litre Bentleys took the lead, with a Stutz close behind.

This order was maintained for the first three hours, the three English cars running like clock-work, with their formidable American rival at their heels. Then something sensational happened.

No. 3 Bentley, driven by Captain Birkin, did not appear, and it was learned that one of his tyres had shed a tread, which had wrapped itself round the spokes of the wheel. Captain Birkin cut this away with a penknife and a file—an operation which was not made easier by the fact that it was nearly red hot. He then tried to continue on the rim, but after a few miles the wheel collapsed.

He had to run nearly four miles to the pit, and the other driver (the veteran Chassagne) had to run four miles back again with two jacks to set the spare wheel. After all this delay the car could not win, but it climbed up steadily.

Later, No. 2 Bentley, driven by Clement and Dr. Benjafield, developed oil trouble, and finally had to retire, leaving No. 4—the old car with the original Vanden Plas body which was in last year's crash—to deal with the Stutz.

Its drivers, Captain Barnato and Mr. Rubin, rose to the occasion. Never once did they let the game American go, and finally, by magnificent driving in a fog just before sunrise, Mr. Rubin got away from it.

A Crash.

Meanwhile, the Lagondas were battling bravely with bad luck.

Samuelson, on No. 15, who had been cornering fast, ran off the road at Mulanerie, and D'Erlanger, who was behind him, was unable to stop and crashed into his rear.

Samuelson dug his car out of the sandbank and broken palladium, and got it to the pits, where it had, however, to be retired, as it was too badly damaged, and Baron d'Erlanger and Hawkes then drove marvellously through the night.

D'Erlanger is absolutely imperturbable, and had caused great amusement at the beginning of the day by the cool, unhurried way in which he dealt with difficulties.

When he crashed he hurt his face, but he carried on through the night, lapping at 64 m.p.h. with a bent frame—only the side brake working and no proper lights—and was ably assisted by Hawkes.

Neck and Neck.

At the end of the ninth hour the Stutz and No. 4 Bentley were running neck and neck. They both came into the pits simultaneously, amidst intense excitement, and there ensued a desperate race to refuel, which the Stutz just won.

Block, its driver, in his excitement, poured in the after tin of petrol when the tank was already full, and flooded the track until his error was pointed out to him. He just got away first, to the sound of cheering, but in a few laps he was caught and passed as a thick mist came up.

The speed of the cars was slowed by a thick fog just before sunrise, and it was wonderful how they managed to keep going so fast.

Chryslers were running still with three cars, with amazing reliability, and No. 5 was lying fourth at the end of nine hours.

Another car which was running well was the No. 12 Itala, driven by the great Benoist and Baugendre. Benoist caused great amusement by blowing his horn and waving his hand to the crowd. The other Itala retired with a mysterious engine trouble.

Many of the lamps were giving trouble towards the dawn, and some of the drivers must have seen the sun with relief.

In the morning only a lap separated the Bentley and the Stutz, but gradually the Bentley got away to win. Captain Barnato, in the process, beat his own record for the track during three laps, the last of which took 8 min. 17 sec.—a speed of 125.036 kilometres (about 78 miles) an hour.

Another firm which did magnificently was that of Chrysler, which finished third and fourth, running very silently and consistently.

Innumerable Thrills.

The last hour provided innumerable thrills. No. 4 Bentley was gradually getting away from the Stutz, and No. 3 was coming up at great speed. Suddenly the Stutz slowed up and limped round on second gear. He was suffering from gear-box trouble, but managed to get home in front of the leading Chrysler, leaving the Bentley an easy winner, however. It was a magnificent and thrilling struggle.

Captain Birkin was lapping at tremendous speed, and gallant No. 16 Lagonda was going well. It was discovered, however, that he had done 15 laps in the neighbourhood of 60 m.p.h. with a broken chassis frame and, having qualified, slowed up and toured out the remaining time. A huge crowd greeted the winning No. 4 Bentley, which was driven at the end by Captain Barnato.

The Samuelson won the Rudge Whitworth on formula, while the Bentley covered the greatest distance in the 24 hours with the Stutz second and the Chrysler third.

The total distance covered by the winner was 2,669.272 kilometres, over 107 kilometres more than the previous record.

Towards the end, one of Captain Birkin's laps in No. 3 Bentley was clocked at 8 min. 7 sec., which is a speed of 127.604 kilometres (nearly 80 miles) per hour, and he thus broke Captain Barnato's record made earlier in the day.

The Alvis machines both finished running magnificently, one getting into 6th place, and fully justifying their novel front-wheel drive, while Benoist finished well up on the Itala, after having a good deal of trouble with his brakes towards the end.

VIRILITY OF CYCLING MOVEMENT.

Development in the use of the bicycle since the war has been as remarkable as it is interesting. Cycling at the Armistice was at a low ebb, as is evidenced by the fact that the sporting organisations had a very small membership, but in recent years there has been a remarkable revival. There was a small increase in the number of cycling enthusiasts from the Armistice up to about 1923, but in 1924 there

was a remarkable acceleration in the numbers of people using the bicycle, and then a comparatively quiet period, which, however, has been succeeded by great activity in the spring of 1928. This state of affairs appears to be indicative of the virility of the cycling movement throughout the world, and it is interesting to note the ever-increasing use of the tandem, which is now receiving greater attention at the hands of manufacturers, resulting in improvement in design and ease of use.

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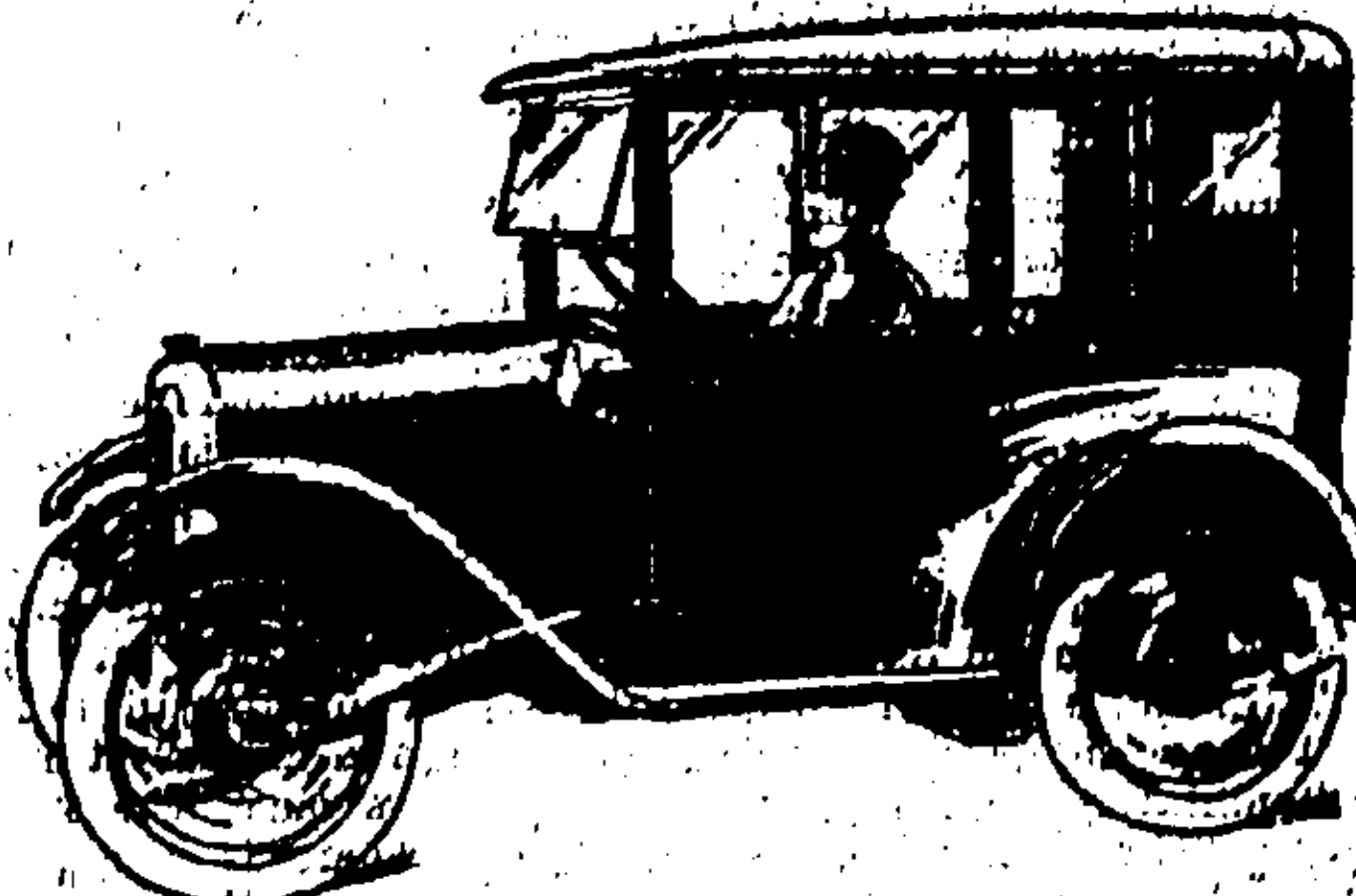
The Lucas Festoon Dash Lamp

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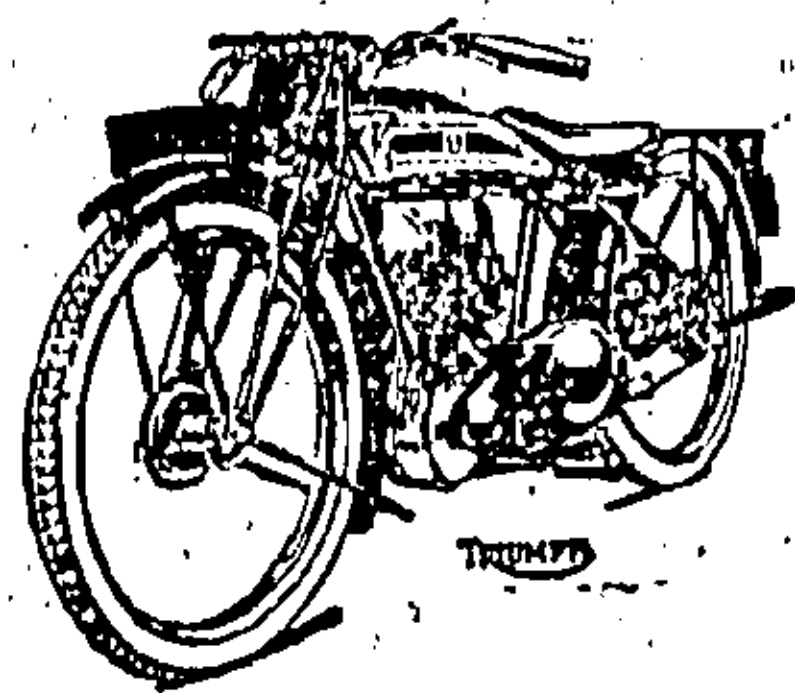
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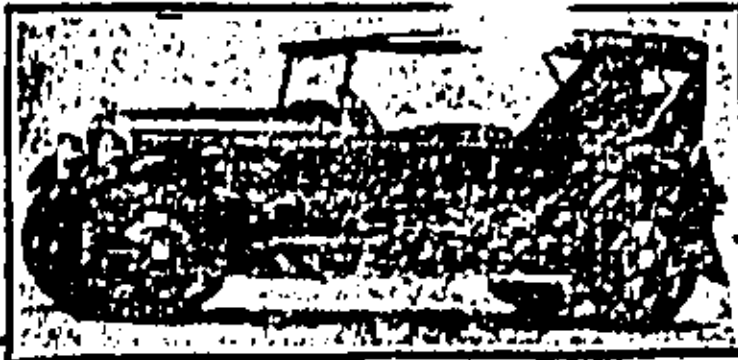
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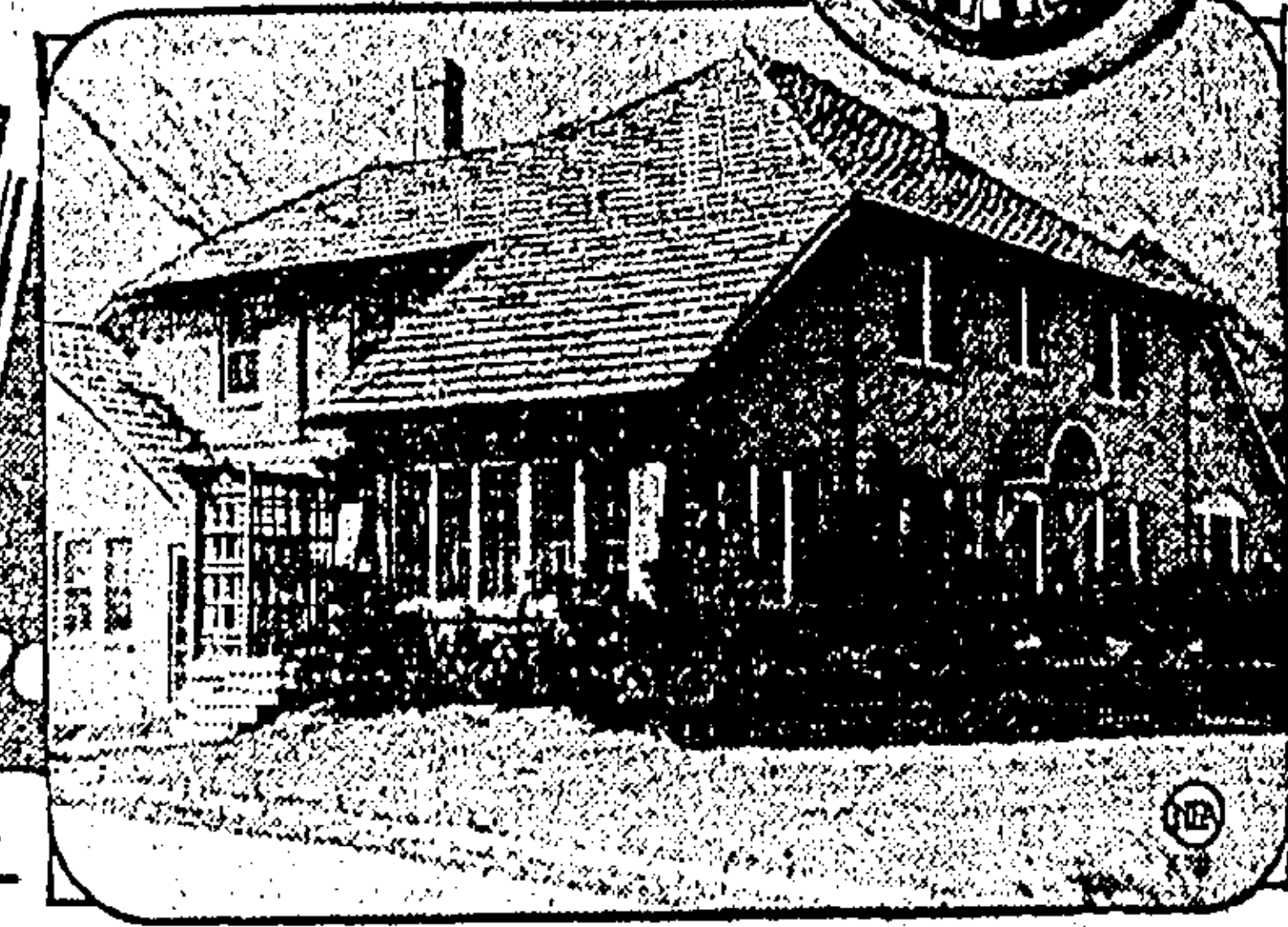
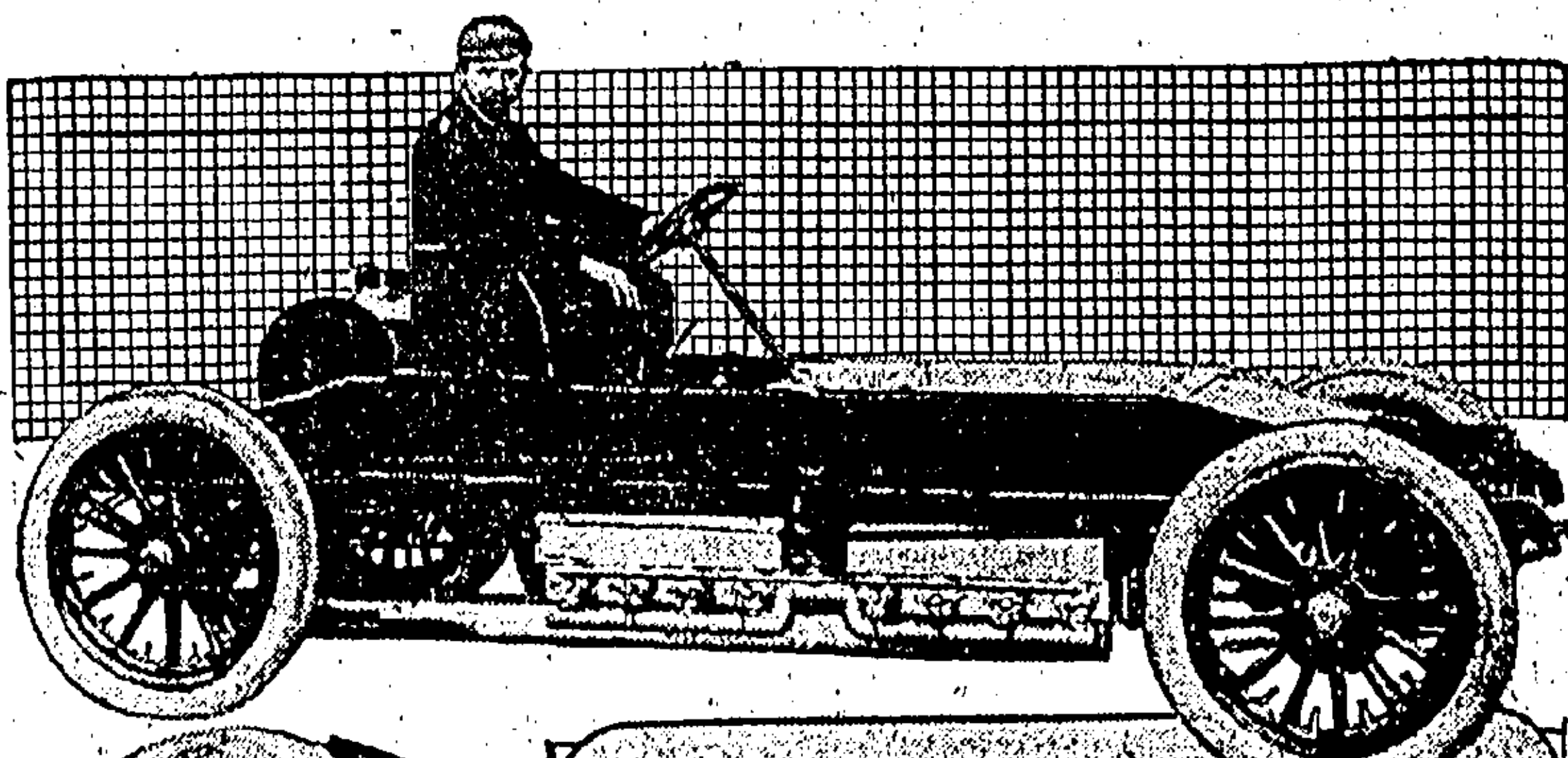
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A PIONEER IN AUTOMOBILES.

Story of a Man Who Came Back.



Alexander Winton was a pioneer not only in automobiles but in racing, as is shown by the upper photograph of himself in his famous Bullet No. 2. The lower photo are those of Winton and his home to-day.

Four years ago, Alexander Winton, one of America's pioneers in the automotive industry, "went broke."

It was one of those collapses that stunned many a wealthy and successful business man in the post-war deluge, and it was one from which no recovery could be foreseen. The Winton, one of the finest automobiles in the country, became an "orphan" and the creditors of the Winton Company took over what left of the organization. That wasn't very much, for what had been a \$9,000,000 organization in the heyday of its career, was eventually put on the auction block and sold for a song—something like \$135,000!

All except one branch—and the branch to-day promises to be the making again of Alexander Winton. It is the old "engine works," which Winton had started about 17 years ago and in which he had pioneered in the American development of the Diesel motor.

To-day, thanks to the rescue of this plank from the flotsam and jetsam of his wreck, Winton has built up a growing business that has all the earmarks of making him independently wealthy again.

Shows no Sign of Failure.

Not that Alexander Winton is poor by any means, nor that he has become careworn and haggard and dejected from his past setback. Far from that, this man at the age of 68 is a robust, carefree, laughing, jolly, active individual, enjoying his own well-furnished home, with no resentment in him, and looking only to the future.

When I went out to see Winton in his home, I had expected to meet a white-haired old man, with sunken eyes, deeply furrowed brow, haggard cheeks and stooping shoulders—a man who might still reveal the worries and troubles through which he had gone only four or five short years before.

Instead, here was a man, white-haired to be sure, but without a mark of age or worry on his face, with twinkling blue eyes, and an erect body that assured him many more years of healthful living. As he spoke to me there was a chuckle in every phrase and a guffaw in every sentence. He was enjoying himself like one who has never had a care in his life.

"Me resentful?" he shot back at an insinuation I had ventured.

"I'll say not! Why, they're all my friends in the automobile business, every one of them." An extra puff on his cigar and a chuckle settled that.

Through With Automobiles.

"But I'll never go back to the automobile business, I'll say not!" he added. "I've got my own business and it's a good one. Our plant is making Diesel engines for marine use and for railroad cars, and we're now almost ready to put out an engine that will surprise the world."

The new engine Winton referred to is a heavy-oil burning rotary motor for aviation use. Whether he will go entirely into the aviation business he won't say, but it is inferred that his new motor will play a considerable part in the development of this industry.

"We ran that motor for 12 days without a stop," Winton chuckled. "It's some baby."

Winton is as spry and active as he talks. It was he who in the first years of the automotive industry, set up long distance speed records which amazed the world.

"I made the trip from Cleveland to New York in 1898 in 41 hours and 47 minutes," he recalls, "and the roads weren't as smooth as they are to-day by any means. In 1900, I made the same trip in 31 hours—talk of your speed records to-day!"

"Why, only the other day I made the 1500-mile trip to Deland, Fla., in a little less than 35 hours. That was in a new high-powered six. That was some journey, I'll tell you."

What's more, it depicts the misadventures of this man of 68.

"At the time of the crash, they wanted to put young blood into the concern," they told me," he reminisced, referring to "they" as those who held major interest in the old Winton Motor Company. Although he had built up this firm from a small bicycle business he had started in Cleveland in 1890, and had spent days and nights working at draughting board and bench to make it succeed, Winton held only 30 per cent of the stock at the time of the failure.

"We had \$9,000,000 in assets in 1917, when the boys took it over," he went on, "and we paid 40 per cent dividends on the common stock that year. If these fellows had been anything like the right kind of executives we'd have cleared up a couple of million dollars the next year—net."

And with a puff on his cigar and a chuckle under his breath he added:

"I've still got it."

Armistice was Beginning of End.

So, before he knew it, the automobile business had slipped through his fingers. At the time of the armistice, in November, 1918, orders for between 800 and 1000 cars were cancelled.

"After that the bankers ran the business," he smiled. "And you know where they ran it to."

But he found a friend in one banker of Cleveland, who loaned him \$500,000 with which to buy back the engine works—his pet baby.

"Yes, I'm going to put the Winton company back on the map," he assured me. "But it won't be in automobiles."

To-day, besides his business, he has an interesting wife—his second, whom he married a little more than a year ago, a poet and successful composer of several operas. A daughter, Clarice, of his present wife adds one more to his first family of two sons and four daughters.

Has Comfortable Estate.

And he is full of smiles and satisfaction in a smaller but quite comfortable home than the great mansion in which he had enjoyed his millions.

A rug he had in the dining room of his former home, Winton says, had to be cut down to fit into the living room of his present abode—an easy 16 by 35 feet in size—that's the change he has made.

"But I've bought a 30-acre estate at De Leon Springs, Fla., and this place doesn't show that I'm starving, does it? Why, boy, my folks have all lived to be a hundred and more, and I will, too."

"How do I get this way? Why, I just laugh, that's all."

"It's a good thing not to worry about money or anything. I let the fellow that steals it worry."

And a broad grin spread over his face.

MOTOR TAXES TO REMAIN.

Reduction of H.P. Duty Refused.

Mr. Winston Churchill, in his reply to the deputation of motor-ists and motor trade organisations on motor taxation, which he received recently, stated that he could see no prospect of a further reduction in the general horse-power duty.

"We are already giving 21,250,000 in reductions," he said, "and I have no resources, especially after dropping the kerosene duty, out of which a further reduction of the horse-power tax would be met."

"While I cannot make any promise in regard to the second-hand motor-car, I should like to be

placed in a position to study the matter in more detail for the purposes of the future," he said.

Referring to the speech of Mr. Frank Pick, on behalf of the London and Provincial Omnibus Owners' Association, Mr. Churchill said, "I notice that some of the country omnibus companies are collecting from the passenger for a single journey a halfpenny, and in some cases a penny, additional charge, and giving the passenger a receipt on which is stamped 'payment of petrol duty.'"

"Profiteering."

"You say that the tax represents as much as a halfpenny a mile on the running cost of one of your large omnibuses. If this is so, the collection of a halfpenny or penny for the petrol tax from each person travelling in an omnibus is profiteering, and as the subject of fares has been raised here, I take

the opportunity of drawing public attention to it."

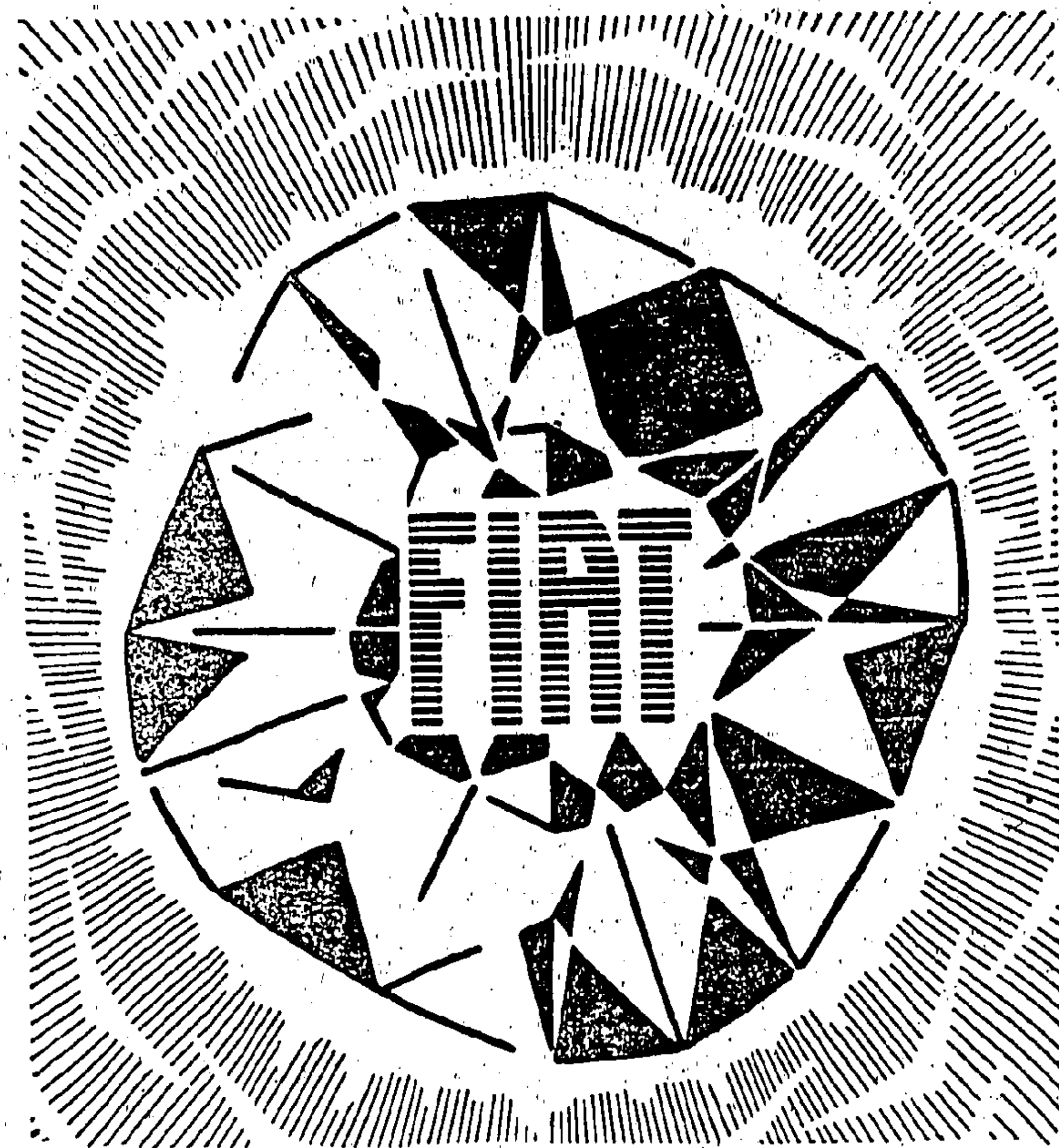
Mr. Frank Pick said that the fall in the price of petrol had been passed on in various ways—fares reductions, concessions in wages, and the development of the omnibus business to cover less remunerative routes. If the taxation were to stand, fares must be increased.

The deputation asked for a minimum reduction in taxation of 33-1-3 per cent on all motor vehicles from January 1 and a rebate of at least 50 per cent, in respect of all vehicles over five years old.

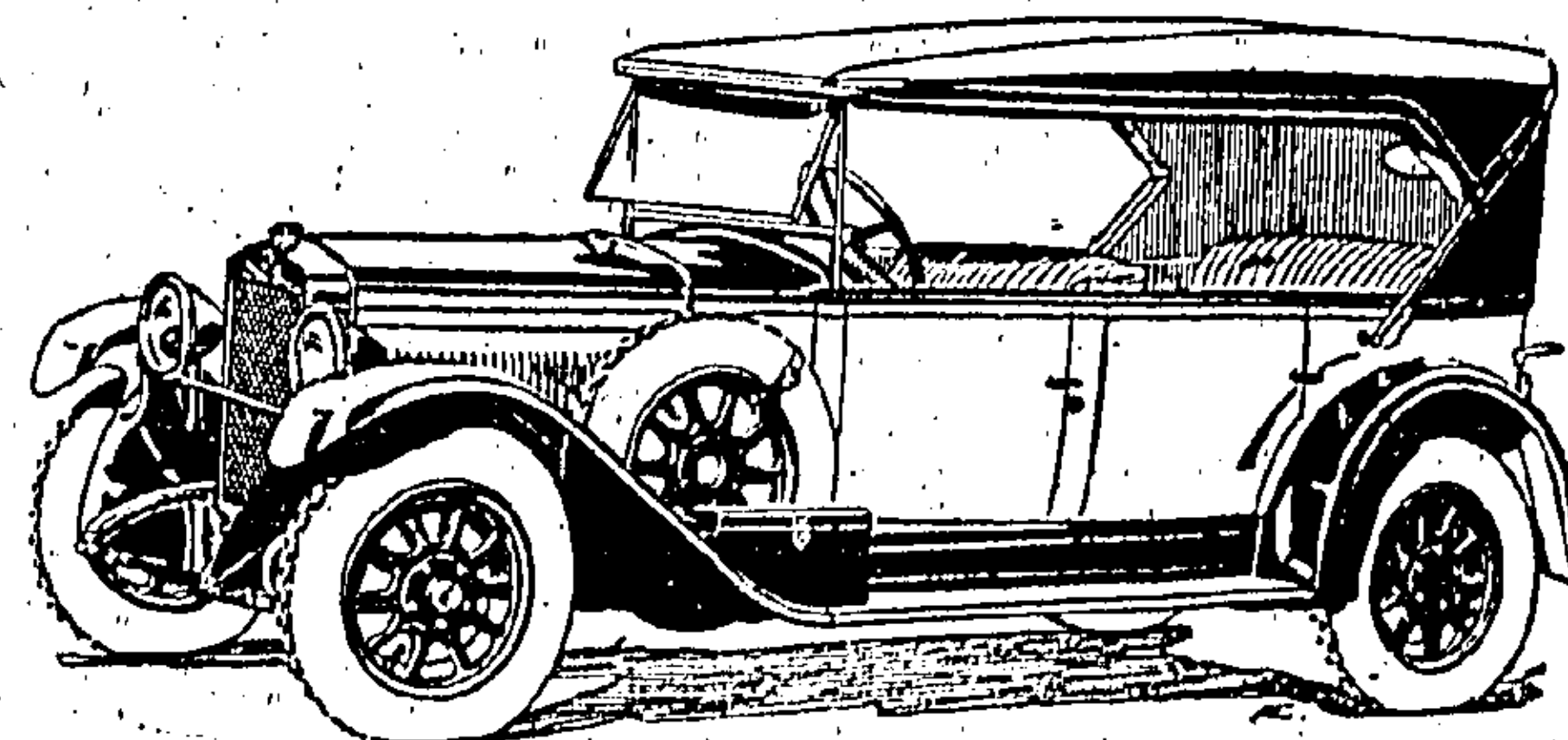
Heavy Ban on Light.

The state of Washington has placed a ban on 160 different types of lenses and lighting devices for automobiles.

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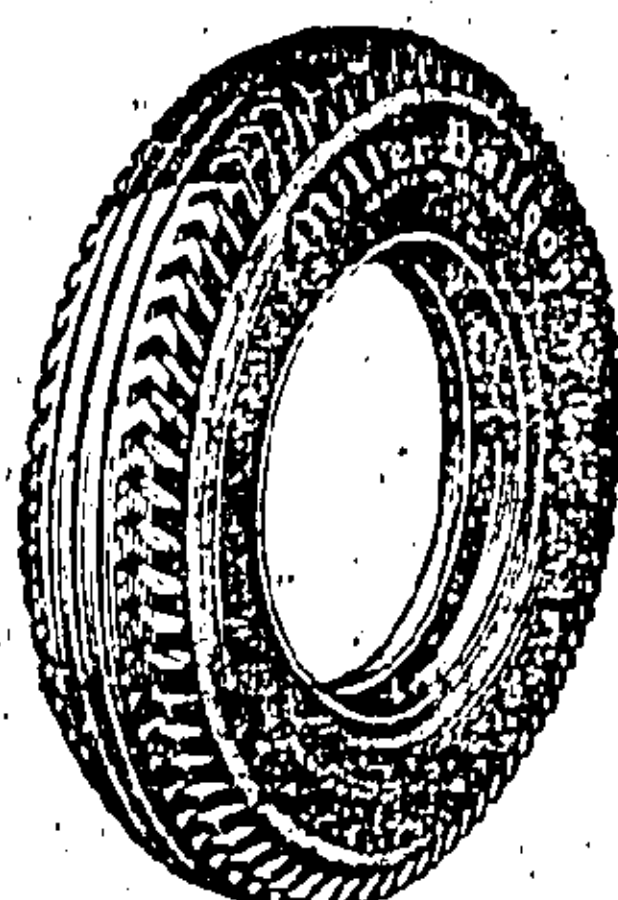


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FRENCH TOURIST TROPHY—2,804.800 Kilom.

The race was held at MONTLERY TRACK with several competing machines.

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MOTOR NOTES FROM GREAT BRITAIN.

Latest News from Home.

London, June 14. The tremendous amount of motor traffic on the roads of Britain during the Whitsuntide holidays afforded ample proof of the ever increasing popularity of motoring throughout the country. By means of statistics recorded by the Automobile Association, it is possible to obtain an idea of the vast service carried out by this organisation, and, at the same time, better to appreciate the truly colossal number of vehicles using the roads to-day.

The records received from A.A. road patrols show that they assisted members on 270,702 occasions. Of this total, 262,327 were in connexion with requests for road directions and information; 5,852 members received assistance following breakdowns, and running supplies were obtained for 2,225 drivers of stranded cars and motor cycles. The night service assisted nearly 2,000 members driving after the usual hours.

Of particular interest, by the way, to motorists proposing to explore Europe is the new book by Mr. Charles Freeston, "The Cream of Europe for the Motorist," published by the A.A. The author has what is probably an unequalled knowledge of continental motoring, and, in his latest book, passes on to the reader details of most attractive routes, plentifully illustrated by maps and photographs.

Years of Good Service.

Quite an important event in the motor industry is the coming of age of the Hillman Motor Car Co., which was founded in 1907 and actually entered its first car for the Tourist Trophy Race in the Isle of Man in which it made a record lap. After 21 years of almost daily use the car is still in good running order, a fact which speaks well for the design and the materials used in its construction. It is a far cry to the latest Hillman production, known as the Segrave model, which under the auspices of Rootes Ltd., the world exporters, is now being supplied to a number of Overseas users.

This attractive car, based on the Hillman Fourteen chassis, is constructed on the Weymann principle with only a single wide door on each side of the Coupe body. Its lines are very taking and suggest its sporting character. It will do well over 60 m.p.h., and is equipped with Dewandre vacuum servo brakes. Long service has ever been a characteristic of British cars and numerous examples of veteran vehicles which have prodigious mileages to their credit, and are still going well keep coming to light. A doctor owner of a 15-year old Wolseley, for instance, has now completed well over 150,000 miles in the course of which he has never once been held up by reason of engine trouble or other mechanical defect.

In the course of their ordinary duties members of the staffs of technical journals handle a large number of different cars and thus the opinions they form are worthy of careful consideration. "The Motor," for example, has been using a 14-48 h.p. Talbot Weymann Saloon for several months, and has issued a critical report after 5,000 miles test. This report emphasises the comfort given by the Talbot in long distance travelling and says that it would be difficult to find a driving position which is better and there are certainly few which are as good. The car is very pleasant to handle owing to its suspension and road holding qualities. The engine, of course, is a six cylinder unit with overhead valves and, in the words of "The Motor," "is above the average in silence and smooth running even at its maximum speed." There are four speeds and the gear ratios have been very well chosen.

The Latest Jowett Production.

Although intended primarily for military use, the new Jowett reconnaissance car will undoubtedly commend itself to transport users in undeveloped districts owing to the ease with which it negotiates obstacles encountered on cross country journeys. It has been designed to travel wherever a half-track or multi-wheeled vehicle can go, while at the same time it has a good turn of speed on the level. It is so constructed that the utmost use is made of its weight for adhesion purposes and it performs equally well on boggy land and rough ground.

During a recent demonstration, the Jowett travelled with ease at some 15 m.p.h. over drains and holes, bushes and shrubs, over typical rough country, climbing banks of 1 in 3 and even steeper. On a rifle range it climbed up the back of the firing point and down the other side without difficulty, taking a trench with sloping sides of 5 and 6 ft. with a 2 ft. wide bottom and up again the other side without hesitation.

Safety First. In view of the crowded state of the roads and the many serious accidents in which injuries caused by flying glass are recorded, more and more attention is being paid to the fitting of safety glass for wind screens and the windows of saloons. As a result the various Triplex factories are working at tremendous pressure in an endeavour to cope with the rush of orders. It has recently been announced that huge orders have been received for next season's requirements from Morris Motors and the Wolseley Co.

S. Smith and Son's factory at Cricklewood, too, is very busy turning out the wide range of accessories and instruments for which it is well known. An ingenious dashboard fitting for the motorist who is also a cigarette smoker is the Smith Cigarette Deliverer. By simply lowering a spring shutter, a cigarette is delivered and as a supply of ten is held, it will be found decidedly useful by drivers. K.L.G. plugs which are, of course, also handled by this firm continue on their triumphant way. As showing how extensively they are fitted it is noteworthy that at the Whit Monday meeting at Brooklands K.L.G. plugs were used by the winners of every race except one and by the 1st, 2nd and 3rd winners of seven races. Further, Kaye Don, who put up such a splendid performance with his Sunbeam of 131.76 m.p.h. for one lap in the Gold Star race used K.L.G.s.

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About Cycles and Motor Cycles.

There has been a remarkable revival in pedal cycling quite recently. At the end of the war cycling was at a low ebb; it was followed by a small increase in the number of enthusiasts up to 1923, in 1924 there was a considerable increase and then again a quiet period until the beginning of the present year which has been marked by great activity. The figures for 1927 show that 233,268 cycles were exported as against imports of 1,054.

The makers of New Hudson bicycles report that the demand shows no diminution and large orders continue to reach the factory both from the home and overseas markets.

With regard to the firm's motor cycles the 1928 models have won general approval on account of their road holding qualities at high speeds. An exceptionally low riding position and consequent low centre of gravity and the provision of a very efficient steering damper combine to give great stability. Of particular importance to overseas users are the methods of protecting the working parts from dust, both in the O.H.V. and side valve models.

Commercial Vehicles Activities.

The Royal Agricultural Society's Show which is being held at Nottingham in July will give commercial vehicle manufacturers an opportunity of exhibiting before the public, for there is, of course, not to be an exhibition for this class of vehicle at Olympia this year. Among the firms showing at Nottingham will be Dennis Bros., the Albion Co. and Leyland Motors whose exhibits will be examined with interest.

Dennis Brothers have acquired an enviable reputation for enterprise, for their name is linked up with a number of important steps in the evolution of motor transport. In 1904, for instance, a Dennis was the first bus embodying worm drive to be put into service in London and to-day this form of final drive is to be found on every bus operating in the Metropolitan area. Some three years ago a Dennis was the first bus shod with pneumatic tyres to be passed by Scotland Yard for general service in London, since when many others have joined the pioneer. Again in 1926, it was the Gullford firm which supplied the first bus fitted with 4-wheel brakes to be approved for London service. Their financial history is a wonderful record of prosperity of which fortunate shareholders must indeed be proud.

In the Overseas Markets.

A very fine repeat order has just been received by Leyland Motors from South Africa. This consists of the supply of 15 "Lions" for the Johannesburg Municipal Tramways to meet the growing demand for local transport as a result of the good service given by earlier deliveries of the type.

Owing to the steady demand for Leyland vehicles in India the direct representation there has been increased. Mr. J. Inman Emery who was previously the company's branch manager in Auckland N.Z. is now in Bombay, where he will act as assistant representative to Mr. Rostrom, the representative in Calcutta.

Thornycroft vehicles are very well known in the export markets and therefore, the new six-wheeled chassis driven by a 6-cylinder engine and intended for passenger work is likely to be of more than ordinary interest. The 6-cylinder engine develops 60 b.h.p. at 1,500 r.p.m. and attention has been paid to the elimination of unnecessary weight, Duralumin connecting rods and light alloy pistons being employed. The system of engine suspension is in accordance with the most modern practice. A transom at the front of the engine is bolted between two rubber pads to the foremost cross-member, while two transoms bolted to either side of the bell housing support the engine at the

MILES PER GALLON.

Some Useful Hints.

The interest and boast of motorists lies most prominently in the mileage obtained for each gallon of gasoline.

But it isn't the motor alone that has to account for economic fuel consumption. The manner of driving has almost as important a part to play.

On a long trip the man who keeps to a steady pace of about 30 or 35 miles an hour will be certain of the most efficient fuel consumption—provided, of course, his engine is up to snuff mechanically. Motors are designed for most economical use at this speed, and when they go slower or faster, there is waste in unburned fuel or in extra power to overcome wind resistance.

Ability of gauge distances, to slow down in high long enough to allow for pickup, also in high, when a signal is about to change from red to green, to avoid shifting gears, to use the brakes advisedly, to maintain a steady flow of fuel are important considerations in the effort to raise a car's mileage to the maximum.

All this depends on the driver.

On the part of the motor, the carburetor has to be adjusted properly for summer driving, the spark plugs have to be clean and the points properly set, the timing has to be exact, the valves should seat

back. These rear trunnions are encased in rubber and bolted to brackets hung below the frame, so that the effects of frame distortion are unlikely to be transmitted to the engine, clutch and gear box and the rubber tends to damp out small vibrations. The rear-most brakes are worked by pedal assisted by a Westinghouse vacuum servo. The new vehicle is designed to carry from 14 to 20 passengers.

perfectly, the pistons should be tight and permit no leak, the battery must be well charged, the cooling system must be in good condition, although the engine must be at efficient heat, and the brakes mustn't drag.

Every moving part of the car must be well lubricated to permit easy action, and the oil gauge should show a steady flow of oil in the crankcase.

Under such ideal conditions the compression of the engine will be at its most efficient point in all cylinders and will therefore make the best possible use of all the fuel provided. Compression is lost mostly through leaky pistons, valves or spark plugs. Therefore all these must be tight and in the best condition.

Even then mileage might be reduced if there is lack of co-operation from the driver. The greater the speed of the car the greater the wind resistance and the more the engine has to work to resist that extra force. Therefore, the speed of 30 to 35 miles an hour is recommended as most economical.

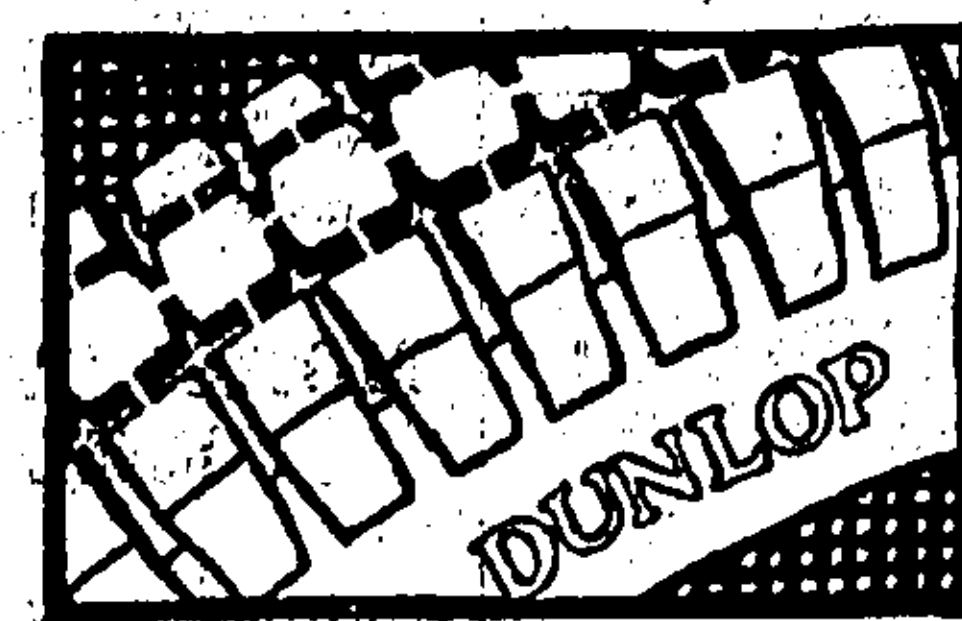
The driver can help the motor additionally by coasting when going down hill and, on approaching a heavy grade, obtaining sufficient momentum to carry him up all the way if possible; in order not to be obliged to shift to a lower gear. Use of lower gear reduces the mileage accordingly, for the engine has to run much faster in low than in high gear.

There is no necessity for using the choke in warm weather, even in starting. Use of this valve means sometimes a 100 per cent. increase in fuel consumption for the time the choke is applied.

The spark, also, should not be retarded. Retarding the spark leaves no time for the entire mixture to burn or explode, and therefore reduces power and mileage. More gas has to be fed into the cylinders to make up for a retarded spark.



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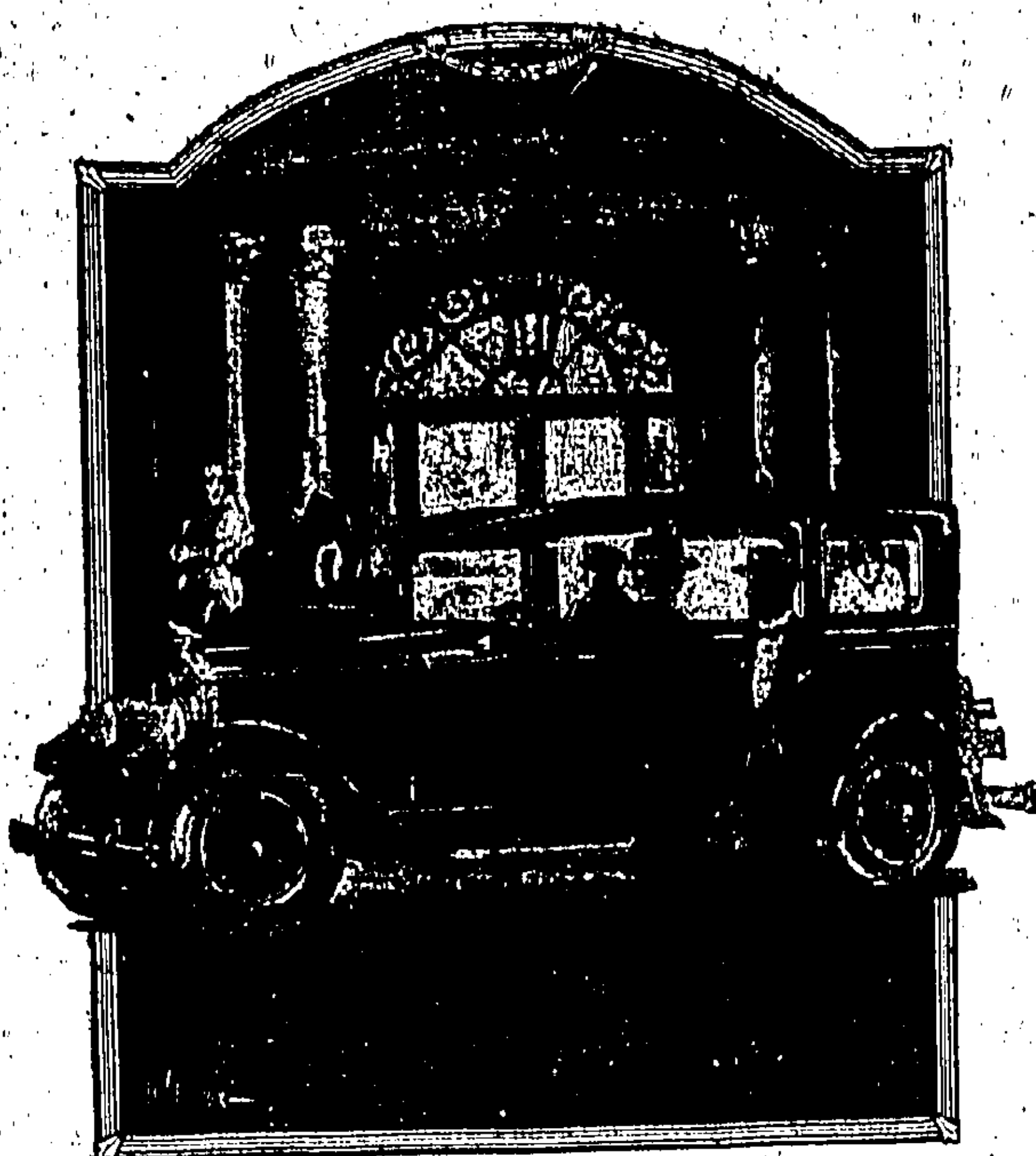


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Whiz Auto Body Polish (Quart)	2.00
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Whiz Metal Polish (Pint)80
Whiz Soloff (8½ oz.)35
Whiz Roadside Hand Cleaner (¼ Pint)60
Whiz All Rubber Patch Outfit No. 150
Whiz All Rubber Patch Outfit No. 2	1.20
Whiz Gasket Cement (2 oz.)25
Whiz Stop Leak Radiator Company	2.00
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Whiz Rubber Cement25
Whiz Valve Grinding Company 2 oz.60
Whiz Valve Grinding Compound 4 oz.80
Whiz Soapstone50
Whiz Nickel Polish (½ lb.)	1.00
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TO GET THE BEST OUT OF A CAR.

Looking After a New Engine.

This article has been written for the owner-driver now to motoring who has been just taken delivery of a car after learning to drive; there it stands, a glittering, graceful piece of mechanism, and the owner regards it with a pride and pleasure tempered only by doubts as to his ability to give it the intelligent attention which so cherished a possession deserves. He has probably already devoured the makers' instruction book, but was baffled by the technical terms and the obscure diagrams which it contained. Here we will be able to give him just the information which he requires, treated understandably and without technical ideas.

Technical Knowledge Unnecessary. It is illogical to bother the new owner-driver by launching into descriptions of the internal parts of the engine, because it is a fallacy to suppose that only an expert in such matters, with an engineer's training, can hope to look after a car. All that is necessary at the start of the owner-driver's career is a knowledge of when and where to put in the oil, grease, petrol, air and water; after explaining this we will go on to deal with the trifling troubles which may conceivably need rectification in the home garage or at the roadside.

Here and there, as the explanation proceeds, it will be necessary to digress into descriptions of those of the internal workings of a motorcar chassis a knowledge of which is necessary for the intelligent handling of the matter in question. Finally, there will be tuning and periodic attentions, such as decarbonizing, to explain to those who are sufficiently interested in mechanics to tackle the jobs themselves—a dwindling section of the great motoring public—instead of leaving them to the service depot.

The first important matter claiming attention when you take over your new car is the process of running it in, which means allowing all the working parts to rub together, with plenty of oil and under light loads, until they smooth one another and acquire glossy surfaces which will work without friction. If you load them too heavily while they are still in a new condition they will overheat and will never attain that perfection of surface which is reached in an engine that is carefully treated during the early part of its life.

The time and care which must be expended over this running-in process depends very much upon the type of car in question, but usually considerable caution must be exercised for the first 500 miles, and some care is still needed until at least 1,000 miles have been covered. The owner-driver who is patient at the start is rewarded later on by an engine with a long trouble-free existence before it and a performance above the average.

Two Ways of Overloading a New Engine.

Now there are two ways in which you can place a heavy load upon the working parts of the engine: by making it run at an excessively high speed and by forcing it to pull hard at low speeds up a long gradient at full throttle in top gear. The second of these faults is the easier to understand, as it will be obvious that the wider the throttle opening, i.e., the farther the accelerator pedal is depressed, the more petrol-air mixture is going into the engine and the bigger are the explosion pressures created thereby.

Avoid High Speeds. Just as serious is the loading caused by too high a speed, and this is due to the effect produced by the rapidly moving parts inside the engine. If you swing a weight round at the end of a piece of string you will notice that the faster you cause it to turn the bigger is the pull which it will exert, and the same principle is at work inside the engine. Consequently, in addition to preventing the speed from exceeding 30 m.p.h. on the level in top gear and changing down to an indirect gear on any hill which brings the speed below about 20 m.p.h. at full throttle, it is important to keep the engine speed low when using the gears or even when running downhill.

It is not wise to expect too much from a new and stiff car or to be too critical of its performance; until it has been run-in it will consume more petrol than you expect and will not have the liveliness or the free-running qualities of the demonstration model which you tried before buying it. Above all, do not start tinkering with the various adjustments provided in a vain endeavour to improve the performance; simply leave the car alone and run it carefully for the specified period before expecting it to attain a good performance. Special care is needed when

starting a new and stiff engine from cold. If the starter-motor jibs at all, do not keep depressing the button but give the engine a few turns with the crank handle with the ignition switched off and the strangler closed in order to free the working parts and to draw a rich mixture from the carburettor. When the engine has been started allow it to run for several minutes to warm up before increasing its speed or driving the car away.

Another point is that it does not do any harm, but rather it improves matters, to indulge in short bursts of speed at full throttle during the latter part of the running-in period, the great point being not to keep the engine working hard for more than a minute or so.

The next matter which you will commence to worry about is the lubrication of the chassis, which is, of course, very important, as only by supplying all the working parts with lubricant can you expect them to work smoothly and silently. The engine contains a certain quantity of oil, varying from two quarts to two gallons according to its size, and this is circulated continuously by means of a pump. Almost always there is some form of indicator among the instruments on the fascia board which will show you whether or not the pump is working either by recording the pressure which it is creating or by some similar device.

Oil Level Indicators. This indicator, however, does not show whether there is a sufficient quantity of oil in the engine, the device provided for this purpose being usually placed under the bonnet. In most cases when the amount of oil in the engine becomes too small the pressure indicator will flicker instead of remaining steady, but in a new car, at any rate, it is unwise to wait until this happens before adding fresh oil.

You may rely upon the engine being all right as regards the oil supply until about 400 miles have been covered, after which you

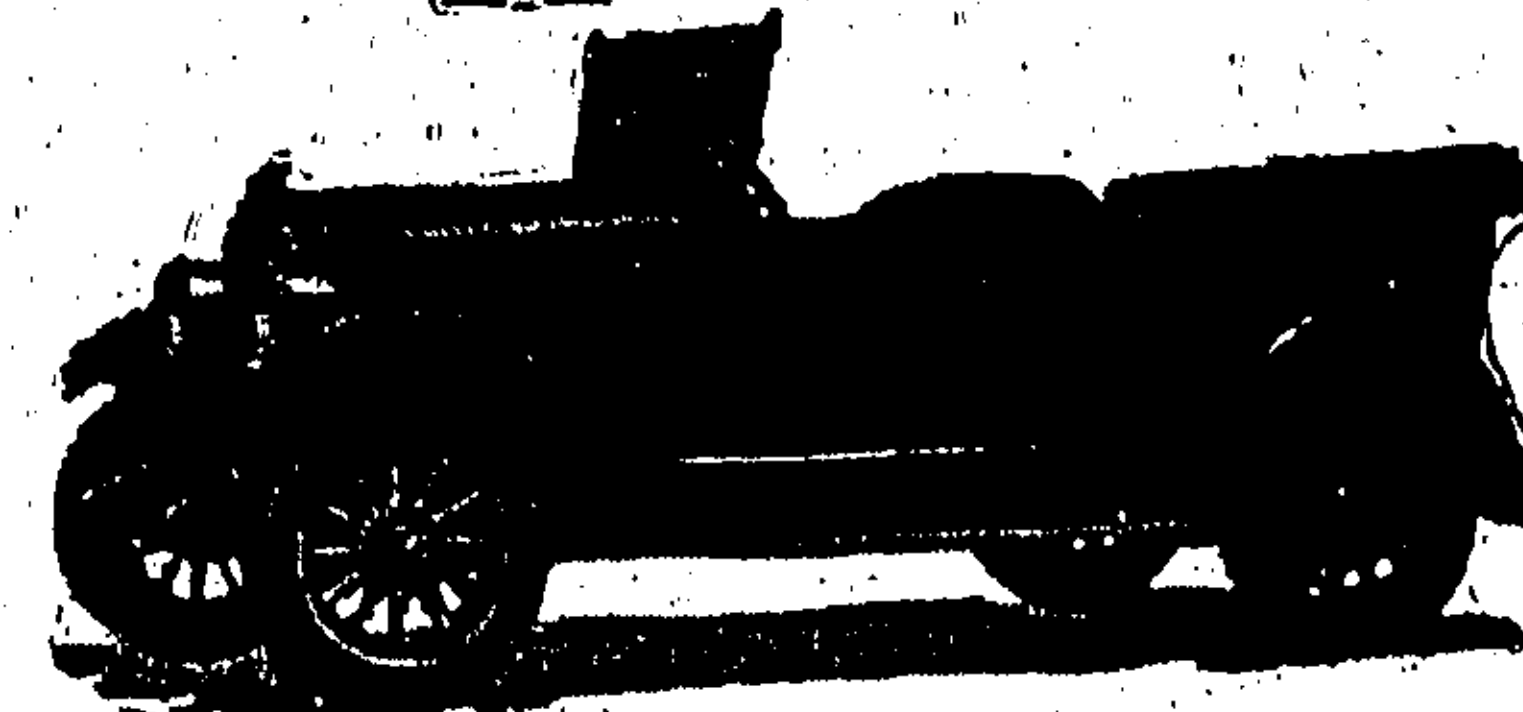
should raise the bonnet and ascertain the level of the oil remaining by means of the device provided. This often takes the form of a dipstick, which should be pulled out and wiped clean before using it to ascertain the level of the oil. In some engines there is a simple form of indicator which shows the level immediately, and reference to the instruction book will tell you just how it is arranged.

Replenishing the Engine. If the indicator shows that oil should be added, you will have to obtain a tin of the right make and grade (as recommended for the particular engine) and this should be poured into the orifice which you will find on the engine itself. As a rule it is covered with a hinged lid, after lifting which you will notice a gauze strainer, which, although detachable, should not be taken out; pouring the oil through the strainer takes some little time, but it is much safer so to do, as you can then be certain that no particles of grit are going in with it.

Oil is of a treacherous consistency, so that it is no good pouring it in and watching the indicator for an immediate change of level. The best scheme is to add about a pint of oil at a time, giving it a few minutes to settle down before again checking the level. Overfilling the engine is wasteful and can do no good.

While dealing with this part of the subject we may as well continue with an explanation of how the engine should completely be drained of oil and refilled at definite intervals. In course of time the lubricant becomes contaminated and this process is apt to be somewhat rapid in the case of a new car, as the oil has more work to do than usual. Consequently, it is advisable to drain the engine and refill it after the first 1,000 miles have been covered, although subsequently the process need only be carried out at intervals of 2,000 miles. It is a messy job being all right as regards the oil which should only be undertaken in ancient clothing and at a time when the owner is feeling calm.

Value no other low-priced car can approach.



New Chrysler "52" Tourer

IN PERFORMANCE, style and quality this smart New Chrysler "52" is one with all Chryslers—designed by the same great group of engineers that planned the "62," "77" and 100 h.p. Imperial "80." Its characteristic Chrysler speed and acceleration are linked with a real smoothness. Fleetness and dash with true comfort and pleasure... Ease of handling is unapproached by any car of much higher price... Full-sized, roomy bodies of finest construction. Upholstery and fittings far beyond the quality of those in any other cars of comparable price... No other low-priced car offers the positive safety of self-equalizing hydraulic 4-wheel brakes, available as slight extra cost... Sparkling performance, roomy comfort, smartness, Chrysler prestige make Chrysler "52" today more than ever the outstanding value in the low-priced field.

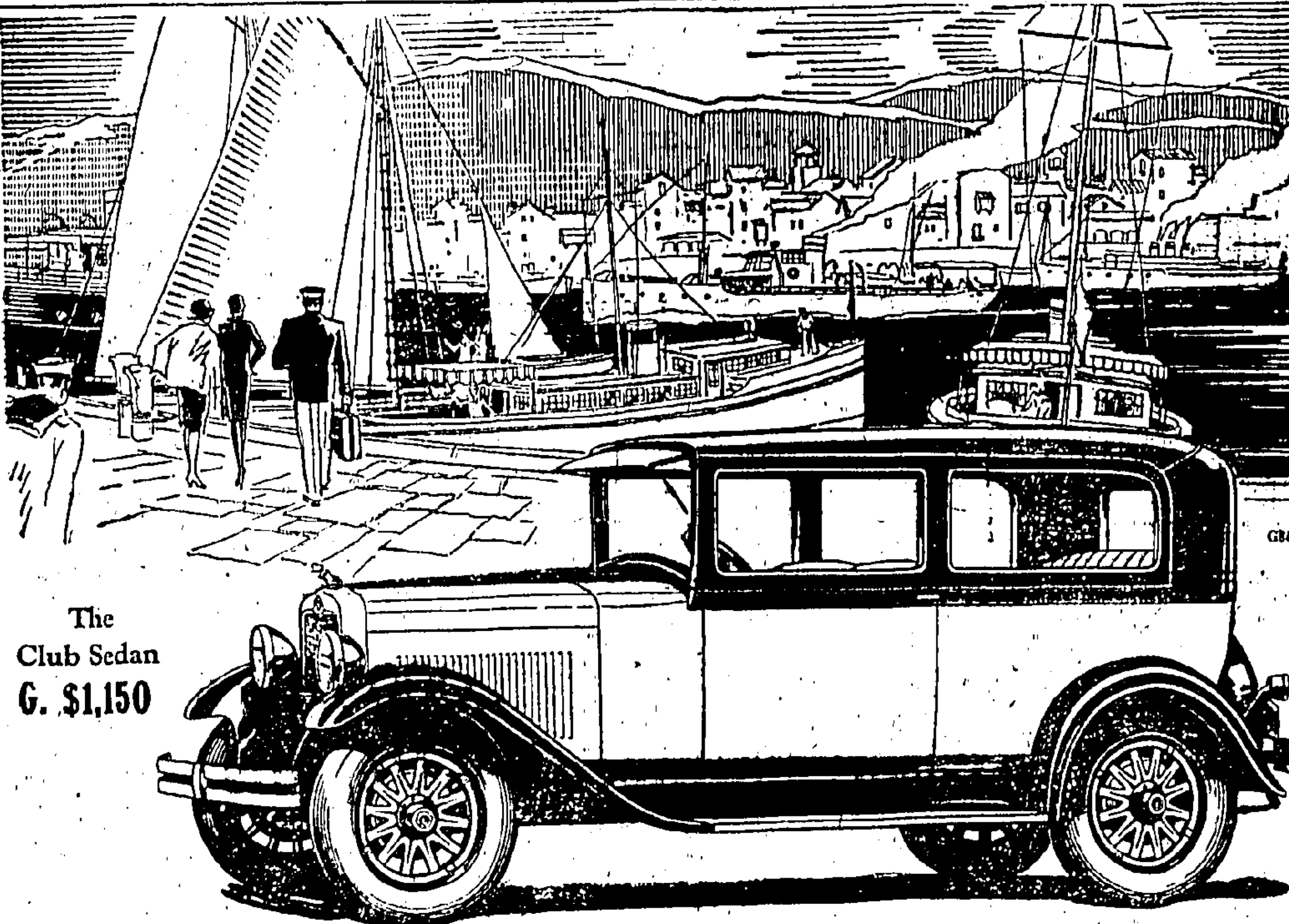
A. LUNG & COMPANY.

Sole Agents:

19, Queen's Road, C.

Phone C. 1219.

Chrysler "52"



The Club Sedan
G. \$1,150

STUDEBAKER builds costly car characteristics into this low-priced

ERSKINE SIX

Forty miles an hour even when NEW! More than sixty miles an hour later! Here is convincing proof of the advanced engineering, fine quality materials and precision workmanship embodied in this low-priced Erskine Six built by Studebaker.

Compare this beautiful new Erskine Six Club Sedan. See a bigger, roomier five-seater—doors almost a yard wide, rear seat four feet wide,

adjustable front seats, generous leg and head room, arm rests and other comforts.

See this sedan which gives you championship six-cylinder performance at four-cylinder cost. In official tests Studebaker's Erskine Six sedan traveled 24 consecutive hours at better than 54 miles per hour average. Come in today—see and drive this luxurious, yet low-priced, Erskine Six Club Sedan.

The Erskine Six—Club Sedan G\$1,150; Sedan G\$1,200; Sedan Royal G\$1,250; Tourer G\$1,150; Sport Coupe G\$1,200; Cabriolet G\$1,200; Sport Roadster G\$1,250.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Telephone Central 4759.

STUDEBAKER'S ERSKINE SIX

LOOK TO STEERING GEAR.

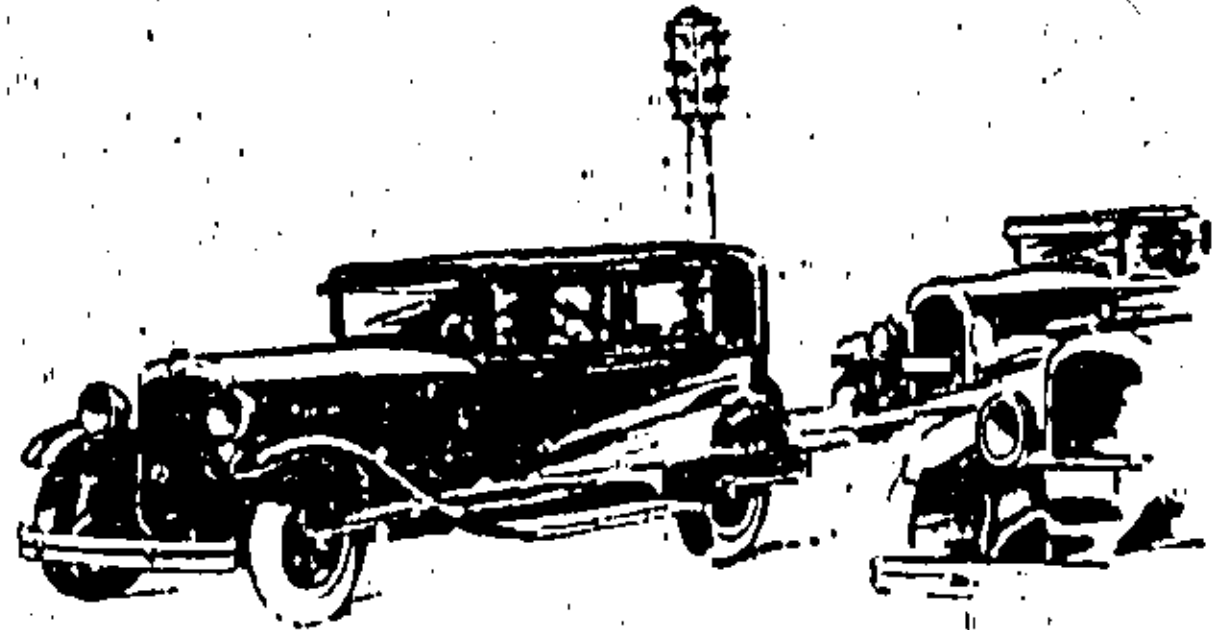
Absolute Certainty is Needed for Safety.

One can burn out an engine bearing, blow out a tyre or strip a rear axle gear without doing oneself or his passengers any harm, but if the steering gear fails it is a different matter. Therefore, the whole steering mechanism should be inspected periodically in a systematic manner.

Start by turning the steering wheel and note any lost motion. Next determine whether the wheel is tight on the shaft. If it is loose, tighten the binder bolt. Then have someone turn the steering wheel while you carefully watch

the steering lever, which hangs down from the steering gear case. If the wheel must be turned more than one-eighth revolution before this lever moves the mechanism inside, the steering gear case requires adjusting. Consult the instruction book for the method to follow. Next, grasp one of the front tyres on each side of the centre, rock the wheel and note any looseness in the connecting linkage. Tighten the joints wherever they need it and pack with good cup grease. Then grasp a front tyre at the top and shake the wheel vertically, noting any looseness in the bearing spindle and wheel bearings. Consult the instruction book again for directions for tightening these parts. If there is much motion in the bearing spindle the bushings should be replaced.

COME TAKE A DRIVE



Whatever the standards may be by which you judge car quality and value, you'll find them met beyond expectation in this "Fine Car of Low Price."

Get behind the wheel. Notice first the luxurious finish and completeness of appointments and then the roomy comfort of smart Fisher bodies.

How easily the car starts! How smoothly, silently, swiftly you speed away from other cars in traffic—throttling down to a walking pace when necessary, and accelerating

from 5 to 25 miles in 8 1/4 seconds in high gear! Here's generous power for sparkling performance... speed to meet every emergency and every desire—exhilarating and easily controlled.

In its fine car balance of all features from luxurious, artist-created bodies to new 55 horse power high-compression engine—you'll agree that this new Oldsmobile Six is two years ahead.

Come take that drive today. Let your own experience show you why thousands of buyers are choosing Oldsmobile.

AN ENTIRELY NEW MODEL

OLDSMOBILE
PRODUCT OF GENERAL MOTORS

The Dragon Motor Car Co., Ltd.
Telephone C. 1246-33, WONG NEI CHUNG ROAD.
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THE FINE CAR OF LOW PRICE

INDIANAPOLIS RACE

Unknown Driver's Victory.

A youngster just 23 years old, Lou Meyer of Los Angeles, won the 500-mile automobile race over the Indianapolis motor speedway on May 30, defeating the crack drivers of the nation, while a record-breaking crowd of from 135,000 to 150,000 roared tribute.

The boy from Los Angeles winning his first major race, rode the entire distance without relief, finishing with a lead of about two and one-half miles over Fred Moore, whose car at the finish was being driven by Louis Schneider, relief pilot. George Souders, former Purdue University student, winner of the 1927 race, pulled up in third place about five miles behind Meyer.

Ray Keech of Philadelphia, holder of the world's straightaway record for the mile, was fourth, trailing about 25 miles behind the flying leader. Fifteen of the original 29 starters finished the punishing grind but with all of the pre-race favourites hopelessly out of it. All cars to finish were equipped with Firestone Balloons.

Meyer, bumping over the perilous two and one-half-mile track, making only one stop, covered the distance in 5:01:33.75, averaging 99.482 miles an hour. He stopped once for two minutes and fifteen seconds to take on oil, gas and water.

Meyer, who a week earlier did not have enough money to buy a car, was enriched to the extent of \$35,000 as a result of his victory. He only succeeded a week ago in finding a Boston friend as his angel to furnish the money to purchase his car. The machine really is an old timer in the racing game. It was used by Anthony Gullota in finishing third in the race a year ago.

Given a coat of red paint with a huge No. 39 painted in black on the hood and tail, Meyer was as proud of his car as if it had just come out of the shops.

Meyer was of the first ten from start to finish. After trailing from ninth to fifth position for the first 250 miles, he suddenly moved up into second place, and thereafter he was never worse off than third place.

Meyer broke into the racing game as a mechanic for Frank

Elliott, who has since retired, and a year ago rode a few laps in the Indianapolis race as relief driver for Wilbur Shaw.

The race really was won in the last 30 miles when it suddenly developed into a see-saw affair with Meyers, Jimmy Gleason, young Philadelphia race driver, and Tony Gullota fighting it out for first place. Meyers snatched the lead from Jimmy Gleason on his 468th mile and from then on he stepped on the gas, holding it until the finish. Gullota, always a dangerous challenger suffered a stroke of misfortune when within a few miles of the finish his gas line became clogged on the back stretch, and there he was stalled.

Favourites Out Early.

Gleason who led the race for miles and seemed certain to have victory in his grasp, also fell a victim of misfortune in the closing miles of the race when his motor gave him trouble and he was forced to quit.

The trio of favourites, Leon Duray, Los Angeles, Cliff Woodbury of Chicago and Cliff Bergere, another Los Angeles entry, wound up in disaster early in the race; the victims of motor trouble.

Duray at the outset set the same dizzy pace he showed in his qualifying round and burned up the course as the leader for the first 162 miles.

Bergere was forced out with a broken distributor shaft before speeding 50 miles and Woodbury was declared out on his 137th mile because of a broken timing gear.

Duray found solace in the fact, however, that he had won \$5,800 in lap prizes, with Gleason picking up \$2,000 and Babe Stapp, another one of the early challengers \$1,000. They were rewarded with \$100 for each lap of the race they led.

Gleason, Meyer and Gullota, however, did not share in the lap prize money because the distribution ended after the 144th lap.

How First 12 Finished.

This is how the first twelve leaders finished in Indianapolis 500-mile automobile race, together with their makes of cars, times and miles per hour average:

Pos.	Driver	Car	Time	M.P.H.
1.	Louis Meyer	Miller Special	5:01:33.75	99.482
2.	Fred Moore	Miller Special	5:01:35.75	99.482
3.	George Souders	State Auto Insurance Special	5:03:01.04	98.039
4.	Ray Keech	Simplex Piston Ring Special	5:21:28.48	93.320
5.	Norman Batten	Miller Special	5:21:47.51	93.228
6.	B. A. Stapp	Miller Special	5:23:50.41	92.638
7.	William Arnold	Boyle Valve Special	5:29:16.91	91.111
8.	Fred Frame	State Auto Insurance Special	5:33:02.58	90.075
9.	Fred Comer	Boyle Valve Special	5:35:42.12	89.365
10.	Anthony Gullota	Stutz Special	5:37:30.11	88.888
11.	Louis Schneider	Armcast Special	5:41:02.84	87.964
12.	Dave Evans	Boyle Valve Special	5:43:14.81	87.401

IF ENGINE OVER-HEATS.

What to Check Up.

Failure of the cooling system is the first cause to check up when the engine overheats. The next is the engine itself.

The engine, the carburetor, the ignition, the clutch, all these have their parts to play in overheating of the engine, if they fail to work properly.

If the engine has been freshly overhauled, it will most likely be tight, with the result that it will produce an extra amount of heat because of friction between the oil pistons and cylinder walls. Oil cannot get in easily, with a tight engine, to reduce this friction.

The only remedy for this state of affairs is to drive slowly and carefully until the newness or tightness has been worn out of the engine.

In this event, the motor meter should be watched carefully and the water system be kept filled even to the point of draining the hot water and replacing it with fresh, cold water.

The lubricating system must be in good condition, so that there will be the least amount of friction between the moving parts of the engine. The oil pump must be kept in good shape to circulate oil to all frictional surfaces of the motor, and the oil itself must be fresh and undiluted.

If the oil is too thin and diluted, the film on the cylinder walls will be broken and friction between pistons and cylinders will result. If the oil is too heavy, there will be difficulty in distributing it evenly over all frictional surfaces, so that some parts will run dry. Resulting friction will cause excessive heat.

Sometimes the valves are improperly timed, or aren't well seated, causing some of the burned gas to be left in the cylinder and heat up the engine.

If the pistons and rings aren't properly fitted, some of the unburned fuel will seep into the crankcase, dilute the oil and render it less effective as an anti-friction film.

Scored cylinder walls also furnish pathways for the unburned fuel to reach the oil in the crankcase.

The carburetor should be adjusted to furnish the proper mixture, not too lean or too rich, in order to keep the engine running smoothly and avoid overheating from this source. Sometimes too much heat is applied to the mixture, thinning it down excessively and causing it to ignite before it should. The hot spot therefore, if there is one, should be removed, or the valve closed.

Overheating of the engine may be caused also from improper ignition—badly pitted breaker points, a worn and wobbling igniter cam shaft, fouled or improperly set plugs, a weak breaker spring, the automatic advance stuck or operating too freely, or the ignition itself improperly timed.

Any of these may cause the spark to occur at the wrong moment, or to be too weak to permit igniting and exploding all the gas injected into the cylinders at the proper time. The result will be a remainder of hot burned and unburned gases in the cylinders, diluting of the oil and overheating of the engine.

A slipping clutch also will cause the engine to overwork and overheat. It should therefore be adjusted or repaired before the motor itself is injured from over-heating or the car stops altogether.

Other causes of engine overheating will be taken up next week.



Ground Clearance that is exactly right

YOU may have thought that the ground clearance of British cars was too low for your country. Forget it—for it is not true.

Time was when American cars were high, unwieldy and unstable; so their makers talked of ground clearance as a selling point. Steering, stability and safety they talked of not at all.

To-day all that is changed; they talk of low lines, cornering without sway; of safety models. And so one makes the interesting discovery that between the ground clearance of the average British and American car there is not one inch of difference.

Literally that.

Let us make comparisons. Three of the best-known American cars have a clearance of nine inches; that of the 11.9 H.P. Morris Cowley and 14/28 H.P. Morris Oxford is 8 1/2 inches; on the 15.9 Morris Oxford model the clearance is 9 1/2 inches. Does half an inch one way or the other make the slightest difference? We doubt it.

Therefore, we say, when they talk to you of ground clearance—let them—and forget it.

MORRIS

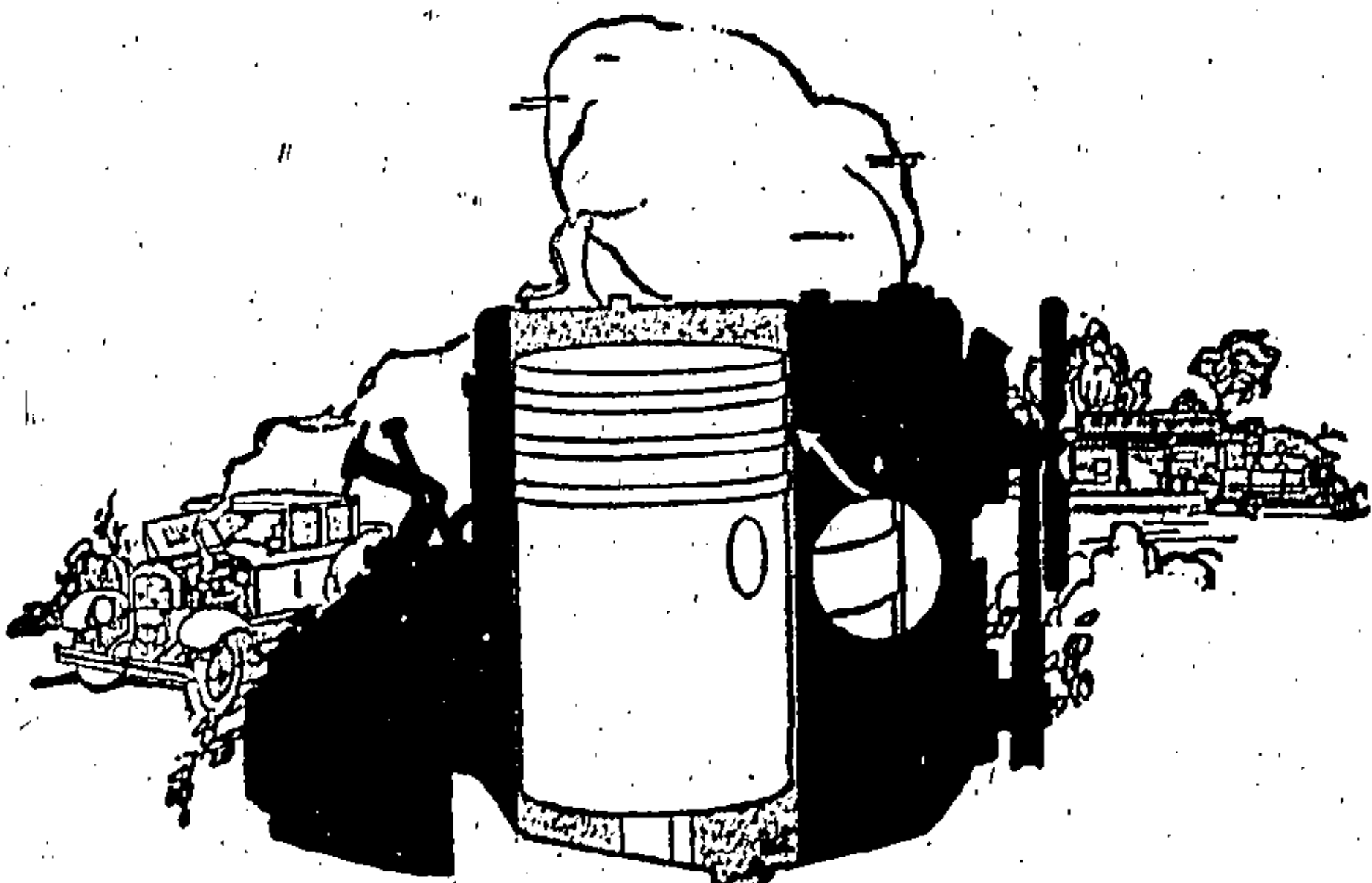
MORRIS MOTORS (1926) LTD., COWLEY, OXFORD

Develop Type and well built equipment standard

THE HONGKONG HOTEL GARAGE

25 Queen's Road Central Tel. Central 4759.

Change Oil Every 1,000 Miles Reason Number 5—Repairs



A dismal trip to the repair man is in store for your motorcar if you do not drain the crankcase oil every 1,000 miles, at least.

Under a powerful microscope, the apparently smooth metal cylinders of your engine appear as coarse as sandpaper. The polished surfaces look like jagged, teeth-like peaks.

Fresh, clean, full-bodied oil forms a protective cushion between the rough surfaces of pistons and cylinder walls, permitting the irregular peaks to glide over each other smoothly, with little or no wear.

But old engine oil, in use for 1,000 miles, has been weakened

and diluted by benzine and water. Old oil flattens out under the relentless engine pressures, allows exposed cylinder and piston surfaces to meet and grind and wear.

Your engine motor makes 2,000 or more revolutions every minute. When unprotected engine parts meet in metal to metal contact, you may be sure that the mail-man will soon bring you a large, unnecessary bill for engine repairs and overhauling.

Protect the life of your engine. Prevent the need of repairs. Every 1,000 miles, drain off the dangerous, used oil, refill regularly with correct grade of Gargoyle Mobiloil.



VACUUM OIL COMPANY

THE GRAND TATTOO ATTRACTIONS.

PRELIMINARY ARRANGEMENTS AND PROSPECTS.

EMBLEM AWARD.

While it might be said that Hongkong is notoriously slow to enthusiasm, it invariably happens that something really worth while is accomplished once interest has been thoroughly aroused. It may be taken for granted, therefore, that the Grand Tattoo to be given on three nights in September will prove the most spectacular display of the kind ever arranged in the Colony.

The preliminary arrangements announced to-day disclose that the organisers are working along ambitious lines, one of the most interesting facts being that seating accommodation will be provided for at least 7,000 spectators, including 2,000 in the permanent boxes at the Racecourse, and 5,000 in stands which will be temporarily erected.

Three Nights.

The Grand Tattoo will be given for the first time on Tuesday, September 4th, and the performances will be repeated, with additional attractions on Thursday, September 6th, and Saturday, September 8th. The programme, the arrangement of which is only in the preliminary stages, will commence at 8.30 p.m. each night and be completed at approximately 11.10 p.m.

Immediately after the arrival of H. E. the Officer Administering the Government, massed military bands and drums will enter the arena with a rousing march and will give various selections.

What will follow is still very much in the air at present, at least insofar as the precise order of the various displays are to be given.

Scenarios.

One of the principal features will be historical scenes to be produced by the Philharmonic Society, while there will be folk-dancing and highland dancing, civilian displays, further selections by the massed military bands, and the Torchlight Tattoo, followed by evolutions by the H.K.V.D.C. Motor Cycle Section.

It is notable that other nationalities are taking a keen interest in the project and the Committee have already accepted the offer of the Japanese community to give a fireworks display on one evening, and this will undoubtedly be a great attraction.

The Chinese community is also anxious to participate, but the nature of their desired demonstration has not been fully detailed. The Portuguese community has also expressed a desire to give a national display. The organisers have not yet completed arrangements with regard to these gratifying proposals.

Fire Brigade Display.

Other features will be provided by the Fire Brigade and the St. John Ambulance Brigade, the former particularly promising to be spectacularly effective.

Emblem Prize Winner.

Remarkable success has to be recorded in the Emblem Competition, which was arranged for the purpose of securing a Tattoo emblem, which would typify the nature of the venture. No fewer than 98 entries were received, and the designs were adjudicated upon on Wednesday, the prize of \$30 being awarded to

Mr. Pung U-yang,
16, Sau Wa Fong.

Mr. Pung's design takes the form of a crouching tiger on a Red Triangle, and not only is it a striking emblem of high artistic merit, but it conveys an impression of latent might, which since Tattoos originate from militaristic evolutions, and express in some respects a reserve of unused power, meets as near as possible the requirements.

The Red Triangle on which the Tiger rests explains itself in view of the Y.M.C.A. interest, financially and in the way of organisation, in the Grand Tattoo. The tiger is typical of China, while the placid attitude allied with an indication of strength, seems to be authority that there need be no fear of attack until movement is made against itself.

Many Capital Designs.

Of other designs sent in, several are of outstanding merit and the following have been Very Highly Commended: Mr. K. S. Leung, Mr. George W. Arnold, and Mrs. H. V. Koop.

Highly Commended are the designs by Mr. M. F. Baptista, Lotte Wierink, and Q.M.S. Martin, R.E. Four designs have been Commended, the artists being: Mr. A. Abbas, Pte. N. Colbran, Queens, Mr. Harry Lai, and Mr. J. G. D'Aquino.

FAIR PLAY FOR HAWKERS.

MUST BE WARNED BEFORE ARRESTED.

"I will not agree to these men being arrested for obstruction unless I am satisfied that they had been properly warned," observed Mr. R. E. Lindsell this morning, when several hawkers were charged before him with causing an obstruction in Centre Street.

The constable who made the arrest told the Magistrate that he was specially sent out to arrest anybody who was causing an obstruction, and, accordingly, several hawkers were arrested without warning.

His Worship, having discharged two persons, made the remark when a third, arrested under similar circumstances, was brought before him. He said that if he convicted in such cases, a hawker putting down his wares to make a sale was liable to arrest. "It makes life impossible for them. Unless I am satisfied there has been a previous warning and the man has persisted in remaining in the spot, I am not going to convict."

An officer from the No. 7 Police Station remarked that the arrests were carried out following the instructions of the Captain Superintendent of Police.

CHILE AND PERU.

DIPLOMATIC RELATIONS RESUMED.

Washington, July 13. Diplomatic relations between Chile and Peru, have been broken off for the past twenty years over the Tacna-Arica boundary dispute, have been resumed, on the suggestion of the United States Government.

Mr. Kellogg now hopes that they may discover a way to solve the unsettled difference. *Reuter's American Service.*

HEROIC ENGLISH GIRL.

DROWNED IN ATTEMPT TO RESCUE FRENCHMAN.

Paris, June 17. Miss Betty Ledger, a Kent girl of 19, who has been living for some months in Boulogne with her mother, was walking along the shore between Boulogne and Wimereux when she saw a young Frenchman go into the sea to rescue his dog which had been licked off his feet by a wave. He was so little able to save the dog that he was himself sucked under by the strong outgoing tide.

Miss Ledger, who is described as a fine swimmer, dashed fully dressed into the water, and had almost reached the Frenchman when she, too, was caught by the undertow and swept out to sea under her mother's horrified eyes.

The Englishman, Mr. Sidney Springay, employed on the Channel steamer Engadine, witnessing the scene from the window of his room, rushed down to the beach, tearing off his coat, and went to the rescue.

The task, however, was too great. Mr. Springay was hurled by the waves against the breakwater and was only with much difficulty hauled back with a rope which he had taken the precaution to round his body, after sustaining serious bruises.

Amongst those who visited Mr. and Mrs. Ledger during the day was Mr. Bradbrook, the British Vice-Consul, and M. Moreau, sub-prefect of Boulogne, who said he should ask for the Medaille d'Or to be awarded for the English girl's courageous attempt at rescue.

PRINCE GEORGE.

APPOINTED TO H.M.S. DURBAN.

London, July 13. The King's fourth son, Prince George, who is a Lieutenant in the Royal Navy, has been appointed to the cruiser Durban on the American West Indies station, to date from 28th July. *British Wireless.*

It has been decided to hold an exhibition of the various designs submitted for the Competition, and it will be open to the public on Tuesday and Wednesday next at the Naval and Military Y.M.C.A. City Hall from 10 a.m. to 6 p.m. No charge will be made for admission.

Drawings will later be returned to competitors who forwarded stamped addressed covers, while the remainder will be obtainable on application to the Secretary of the Naval and Military Y.M.C.A.

LATEST SWATOW DEVELOPMENTS.

ECHO OF THE GUY FAWKES PLOT.

AWARDS TO POLICE.

Swatow, July 8. Following the Conference of Executive Officials which met to discuss the rehabilitation of the eastern portion of the province General Hsu King-long, with his wife and family and various officials, left for Canton. His purpose is said to be to report on the Conference, and to discuss the putting into effect of the resolutions passed by it.

Although no public account of the plot to blow up the Conference was published, it is significant that on the eve of General Hsu's departure the Commissioner of the Bureau of Public Safety tendered his resignation. This was refused, and he was persuaded to continue in office. Doubtless the existence of a dangerous organisation with such wide ramifications made it *pro forma* necessary for him to offer to resign, even if at the time of discovery recriminations were avoided which may be doubted.

It is now further announced that special rewards are made to the police, including promotion for various members of the Force, and mention by name of those who took special risks, and the sum of \$1,000 is granted to the Force in recognition of its activity in rooting out the plotters. A remnant of these are still on trial.

The Canton regulations ordering the destruction of all Communist literature in schools and in public centres have been issued here, and strict penalties announced for those found in possession of it.

School Registration.

From time to time regulations have appeared regarding the registration and inspection of schools, but much uncertainty has attended them owing to the changes of provincial government, and the fact that its proposals have differed from those issued a year or two ago from Peking and recognised as the national code. This uncertainty has made it difficult for educational workers to know what line to take, for though there is a growing consensus of opinion in favour of the national proposals, those of Canton have always been more radical, and have tended to involve the tenure of the property, and the right of school authorities to close down if they desired.

It is interesting therefore to see that though the provincial regulations are still uncertain, the Municipality here has issued an instruction which in effect postpones the urgency of registration. The instruction is directed towards a class of private schools attached to ancestral temples or to family clans, and notes that many of these do not come up to standard, while in some cases the old syllabus is taught. These schools are to be inspected, and if inefficient to be closed down.

Of private schools in general, however, it is said that they may continue if they come up to standard. This seems to align the municipal authorities with the policy of the recent educational conference, which gave a further two years' grace before registration would be enforced. Two years will give time for the ex-



"He says he loves me all right, but he's very busy for all this week."

YOUTHFUL "CAT" BURGLAR.

SENTENCED TO TEN STROKES WITH BIRCH.

A youthful cat burglar who appeared this morning before Mr. R. E. Lindsell, charged with the theft of a gold bangle from No. 52 Bonham Road was sentenced to ten strokes.

The police informed his Worship that defendant was previously employed at the house adjacent to the one which he visited last night. In gaining access, he had to climb a length of piping, and over several windows. Then he had to climb down a length of piping which was followed by dangerous climb over a narrow ledge and up again by a drain pipe.

MURDER CHARGE.

THE PERLAK CASE REMANDED.

The murder charge against the Chinese cook on board the s.s. Perlak will be heard on Friday next at 11.15 a.m.

The man, it will be remembered, was first brought before Mr. R. E. Lindsell on Saturday last when he was formally remanded for a week. He appeared before the Magistrate again this morning, when Mr. T. Murphy, Assistant Director of Criminal Investigation, indicated that he would be ready to proceed with the case next week.

The defendant is seventeen years of age and is alleged to have assaulted another cook on board the Perlak with a kitchen knife, inflicting serious injuries, which resulted in the latter's death some days after the alleged scuffle.

REICHSTAG ADJOURNS.

Berlin, July 13.

The Reichstag has been adjourned *sine die*, probably until November 11th. *Reuter.*

amiation of outstanding problems and the removal of misunderstandings.

Press Activities.

The Swatow Press has recently been dissatisfied with its status before the authorities, probably an echo of its conflict with the late Mayor, against whom it failed to bring an action for the wrongful imprisonment of one of its prominent members. The Press Association held something resembling a bazaar some weeks ago in order to raise money, and has now put out a pamphlet complaining of the accusation that it is divided into "Left" and "Right" parties. Since the press, however, has a distinct tendency to change its views according to the party in power, it is perhaps not unnatural that it should be suspected of a variety of views under the surface. At present on the surface it pretty consistently supports the authorities.

The Reporters' Association has had the brainy idea of demanding free passes on the railway, and, having failed to elicit a reply to their first communication, has appointed representatives to take the matter up firmly with the railway company.

In connexion with the coming Public Health campaign, the Public Health Bureau has decided to open centres to treat by injection those suffering from summer diseases, such as dysentery and typhoid. *Our Own Correspondent.*

The Very Idea!

Many people residing in the vicinity of Tooting Parish Churchyard claim to have seen a ghost, which sits about midnight on a certain grave overrun with weeds and very much neglected. The apparition is said to be the ghost of a Mrs. Thumber, who lived in Tooting about 1,800. She was a most important person in those days, and took a great interest in the maintenance of the churchyard.

A representative of the *Daily Telegraph* visited the graveyard at midnight recently, but the ghost failed to put in an appearance. An official of the church, however, later corroborated the story, and vouchsafed the explanation that possibly the Thumbers were restless in their graves because of the neglected condition of the church burial ground. "It is no longer a prettily little churchyard. There is no room for further graves, and the present rector has closed the ancient place for all time. The Wandsworth Borough Council have been invited by the rector to take over the future control of the churchyard and keep it in order. I wish they would, as then the ghost might cease to be restless."

Humpty Dumpty sat on a wall, Watching some players who kicked at a ball. He fell as recorded, but laughed at the spill, For the home team was winning by six goals to nil.

"This court, as so many other courts are, is framed for the purpose of preventing people from hearing a word."—Lord Hewart (Lord Chief Justice), at the Old Bailey.

Man, at Highgate (asked his occupation): I once got a job as a cook, but I only stayed three days. The family had indigestion. Of course, I couldn't cook.

"Is this the Labour Exchange?" asked a man at the door of Willesden Police Court. "Yes, hard labour," replied the policeman on duty.

"My mother is badly hurt over your attitude, particularly as she considers it ecclesiastical."—Extract from letter received by Action court missionary.

"My wife has been a blooming nuisance to me ever since I have known her," said a man at Willesden.

Barrister (to a witness, at Shore-ditch): You saw this accident? The witness: I felt it. I was injured.

A teacher, instructing her class in the composition of sentences, wrote two on the blackboard. The sentences were:—"The hen has three legs," and "Who done it?"

She said to Willie, one of the youngsters—"Go to the blackboard and point out the errors in those two sentences."

Willie slowly approached the board, thinking hard. Then he took the chalk and wrote—"The hen never done it. Nature done it."

A bookmaker's novel method of recording a bet was explained by Mr. C. A. Macpherson, the Public Prosecutor, at Edinburgh Police Court, when Charles Edward Maiden, 19 Northfield Farm Road, was fined £2, with the option of ten days' imprisonment, by Bailie Shaw, for frequenting and loitering in Waterloo Place and North Bridge for the purpose of betting and receiving bets.

Mr. Macpherson said that police officers who kept Maiden under observation saw him making notes on the palm of his hand with a pencil. He was not accepting betting slips in the usual sense, realising probably that the possession of slips would be damning evidence against him. Maiden was seen to take money from a "mutter" and put it into his coat pocket. He was then seen to go into the Post Office, and remain there for some time. After he had gone through this procedure several times the police went forward and apprehended him.

Maiden admitted the offence, and showed his hand, which bore the initials of several horses running in races that day.

Maiden stated that he had a wife and family, and had recently lost his job as a newspaper canvasser.

"It is the actors and actresses of good education and breeding who rise to the top of their profession nowadays," says a writer. Red nose and slapstick—ways of yore—

In yielding fame succeed no more; Nor are barnstorming laddies dour The idols of the present hour.

The modern public want a brain Well-nurtured quick, that can reason. While old-time stage folk sigh and grope, Those well-brought-up bring down the house.

Wm. Powell Ltd.

Telephone C. 4578.

TWO PRICES FOR MILLINERY.

We have gone through our stock and marked all our summer hats:—

\$5.00 Those Usually Sold \$ 9.50 to \$11.50

\$10.00 " " " \$12.50 to \$20.00

There are many very smart and up-to-date models at these exceptional bargain prices.

DO NOT MISS YOUR OPPORTUNITY

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TUESDAY AND WEDNESDAY Usual Times and Prices.

HONGKONG FOOTBALLERS FOR KWANG-CHOW-WAN.



The football team of the Hongkong Chinese Catholic Young Men's Club aboard the s.s. Tai Lee Shek, en route for Kwang-chow-wan, where a series of games is to be played. (Photo: Mee Cheung).

JAPAN'S RELIGION.

BUDDHISM HAS STRONG FOLLOWING.

Tokyo, July 9.—Notwithstanding the slow but steady progress of Christianity in Japan, Buddhism still continues as the leading religion of the Empire. The number of Buddhists in the land of the Mikado is estimated at something like 48,500,000, or approximately 94 per cent. of the religious believers of the country. The Christians number around 215,000. Shintoism, which is a form of ancestor worship, has about 16,000,000 believers.

All Japanese historians and publicists stress the debt that the nation owes to Buddhism. Without this religion in the early development of the Empire accompanied as it was by the superior civilization at that time of China, Korea and India, it is generally believed that Japan never would have attained the high degree of refinement and culture which amazed visitors from the western world when the doors of the country were thrown open to foreign intercourse.

Temples and Priests.

At present there are 71,317 Buddhist temples in Japan, according to governmental statistics, in addition to 35,079 Buddhist chapels. There are about 141,000 Buddhist priests associated with the temples in various capacities. The richness of this organization can be surmised when it is known that these temples own or have appropriated about 50,000 acres of land. And land in Japan, growing ever more crowded with its millions of population, is the costliest thing in the Empire.

Christianity came into Japan sometime between 1549, when St.

Francis Xavier landed at Kagoshima, and 1637 when the rebellion of Shimabara was suppressed. As represented by the Roman Catholic missionaries, the new religion was unusually well received by the Japanese and it was not long before some of the leading military commanders were using it to fight the growing political power of the Buddhist forces. But Hideyoshi and Iyeyasu succeeded Nobunaga, who was the great influential friend of the Christians, and they adopted a campaign of persecution which drove the Jesuits from the country. Thereafter, the death penalty and other severe penalties were inflicted upon any one convicted of being a Christian. Buddhism, Shintoism and Confucianism were the only religions permitted in the country with Buddhism then as now the most popular. It was not until Commodore Perry rapped on the doors of the Shogun's domain that Christianity again secured a foothold in the land of the Rising Sun. Following the signing of the treaty between the United States and Japan, four American Protestant missionaries located missions at Nagasaki and Osaka.

The adventures of these missionaries have filled numerous volumes. To revive the cause of Christianity which had faded with the Jesuits was an almost superhuman task for, although the laws against the Western religion had been revoked, the natives had become imbued with such antagonistic propaganda that they viewed the missionaries and their faith with something like horror.

Many Converts.

Perseverance, however, eventually won and the converts, although not especially enthusiastic, became numerous. But there was a season of the believers some years later which was caused principally by theological controversies which arose among the Christian members

themselves. Since then the Christian advocates have been travelling an up hill road although, even the Buddhists and Shintoists admit, they are achieving steady and sound progress. There are at present some 1,600 Christian churches or chapels in the Empire.

Shintoism is hardly to be classed as a pure religion. Buddhists can be Shintoists and vice versa. Shintoism is in reality a somewhat complicated system of nature and ancestor worship having to do especially with the Imperial ancestors and the Sun Goddess who is believed to have been the progenitor of Nippon. Shintoists pray for the Emperor and the Imperial ancestors because it is believed that the well-being of the ruler and the spirits of his forebears is identical with the good of the people. Shinto priests always officiate at weddings and funerals and thousands of Shinto shrines dot the countryside of the Empire. The Emperor and the Imperial family, with every government official, always worship at the Great Shrine of Ise in the town of Yamada.

Recently there was held in Tokyo a national Convention of Religions, with Buddhist, Christian and Shinto delegates present. This convention was not conspicuously successful because of the frequent disturbances which interrupted the proceedings. There were nearly riots at several sessions in which a number of persons were injured in fist-fights and the presence of police was necessary at all times to quell the fighting. Most of the trouble however, was blamed on outsiders who "ranged" the convention at the instigation of politicians.

One of the resolutions adopted by the convention included the unanimous approval of the American anti-war treaty proposal.—Associated Press.

PROPOSING BY ELECTRICITY



THE WORLD OF SPORT

WORCESTER HOLD LANCES.

(Continued from Page 1.)

Worcester were forced to go in again. O'Connor contributed 124, and Russell made 113. Parker took 8 wickets for 155 runs. In getting 30 runs for victory, three Gloucester wickets fell.

CURIOUS HANTS FAILURE.

Kent Command Game From Beginning.

Hampshire have developed the unfortunate habit of collapsing in their first innings and thus rendering an excellent second innings effort ineffective. This was their experience against Kent at Southampton, the visitors winning with eight wickets in hand. The scores were:

Kent: 363.
Hants: 131 and 350.
Kent: 120 for 2 wickets.

Bright cricket in which Ashdown (136) was outstanding established a good position for Kent, and when Tich Freeman brought about a remarkable collapse of the home team, taking 6 wickets for 57 runs, an extraordinary effort from Hants was called for.

Following on, thanks to a masterly innings by Mead, who made 130, they forced Kent in a second time, but the leaders knocked off the necessary runs at a cost of two wickets.

ANOTHER CAPR 100.

Easy Win for Notts Against Northants.

Notts visiting Northamptonshire gained an easy victory by 238 runs, George Gunn and A. W. Carr making centuries in the Notts' second innings. The scores were:

Notts: 298 and 369 for 3 wickets (dec.).
Northants: 154 and 216.

V. W. C. Jupp alone made any impression on the Notts batsmen in the first innings, and he returned the excellent figures of 7 wickets for 118 runs.

Northants avoided the follow-on by a narrow margin, and Notts going in a second time, scored rapidly. A. W. Carr withholding the declaration till he had made his second century in successive matches, and until a lead of 513 runs had been obtained. Gunn made 159 and Carr 100 (not out). Naturally, Northants never shaped like making anything near such a colossal total.

SUTCLIFFE AND LEYLAND.

Make Innings Victory Possible.

Going in against a total of 324, Yorkshire made 485 runs and declared, eventually defeating Derbyshire by an innings and 52 runs. The scores were:

Derby: 234 and 199.
Yorkshire: 485 for 8 wickets (dec.).

Sutcliffe (111) and Leyland (149) made Yorkshire's big total possible.

SPLENDID CRICKET.

Sussex Held by Warwick.

Over 1,100 runs were scored during some splendid cricket between Sussex and Warwickshire at Birmingham. Warwick making the greater proportion after being forced to follow-on. Sussex won on the first innings, the scores being:

Sussex: 481.
Warwick: 308 and 345 for 6 wickets.

The principal scorer for Sussex was H. Parks who made 127 in a capital innings.

Tate bowled splendidly when Warwick went in to reply, and took 6 wickets for 75 runs. The only batsman to offer effective resistance was Parsons, who made 130 before his wicket was taken.

Being 173 runs in arrears, Warwick were obliged to follow on but they soon averted danger of defeat, Croom following up some steady batting early in the innings, by a great stand for the seventh wicket. He made 104 not out.

LANCASHIRE SHOCKED.

Worcester Held The Northern Giants.

By all the rules Lancashire should have defeated Worcester easily at Worcester, but after establishing a strong position,

INTERPORT TENNIS.

TIENTSIN PLAYERS VISIT SHANGHAI.

The lawn tennis interport contest between Shanghai and Tientsin started last Saturday, when a singles and a doubles match were played, both resulting in a win for Shanghai, in the first, three sets to two, and in the second, three straight sets to Shanghai.

The afternoon opened with the second singles match between O. Rumjahn (Tientsin) and O. D. Rasmussen (Shanghai), and lasted the full five sets, Rasmussen finally winning with the scores as follows: 4-6, 6-4, 2-6, 6-2, 6-3.

There were very few duce games throughout the match and steady play interspersed with occasional brilliant shots by either player, was the main feature of the contest. Rumjahn's play was steady and unhurried, and he made great use of his backhand chops and cuts, showing very good placing. He covered the baseline quite efficiently and made few attempts to cover at the net. Rasmussen did not begin to show his usual form until later in the play and at one time it seemed as though the visitor were bound to win. However, the local player picked up and by excellent placing and quick returning, although he missed some easy balls, wore down his opponent until the sets stood at two all. He then won the last set.

The Doubles Match.

The next match was the second doubles between V. A. Yacolevsky and A. K. Murray (Tientsin) and J. L. Wade and J. Tanaka (Shanghai). Shanghai won this match in three straight sets, but although this may sound an easy victory, in reality each set was hard fought before Wade and Tanaka were declared winners with a score of 6-4, 6-4, 6-2.

This proved a more interesting match than the former and constant outbursts of applause took place throughout. Yacolevsky proved himself very efficient at the net, and master of an excellent smash shot. Murray put in some useful smash shots, although his volleying and swift service, giving his partner at the net opportunity for smashes, were his strongest points. Wade was brilliant throughout, but his partner, although he made some wonderful returns, was too inclined to serve double faults. During the match the Shanghai pair strove constantly to drive the Tientsin players back from the net, where they proved most dangerous, but Murray's reach and Yacolevsky's quickness prevented this from being entirely successful.

A Tientsin Victory.

In the doubles played on Monday between Otar Rumjahn and A. L. Rumjahn (Tientsin) and O. D. Rasmussen and R. D. Canavaro (Shanghai) Tientsin won after a strenuous struggle by 6-4, 6-2, 4-6, 4-6, 6-4. Throughout the game, play was excellent. Smashes were used to the full by either side; the placing at some critical moments, too, was splendid and some of the returns made from seemingly impossible positions were thoroughly appreciated by the watchers.

For exceeding the speed limit, the Marquis of Blandford, the Duke of Marlborough's heir, was fined £3 at Hampstead Police Court recently.

Dr. de Castro, the exiled Portuguese ex-Premier, is to be permitted to return to his own country because his health is very delicate.

By a two-thirds majority the members of the Churchmen's Union has decided to change the title to "The Modern Churchmen's Union."

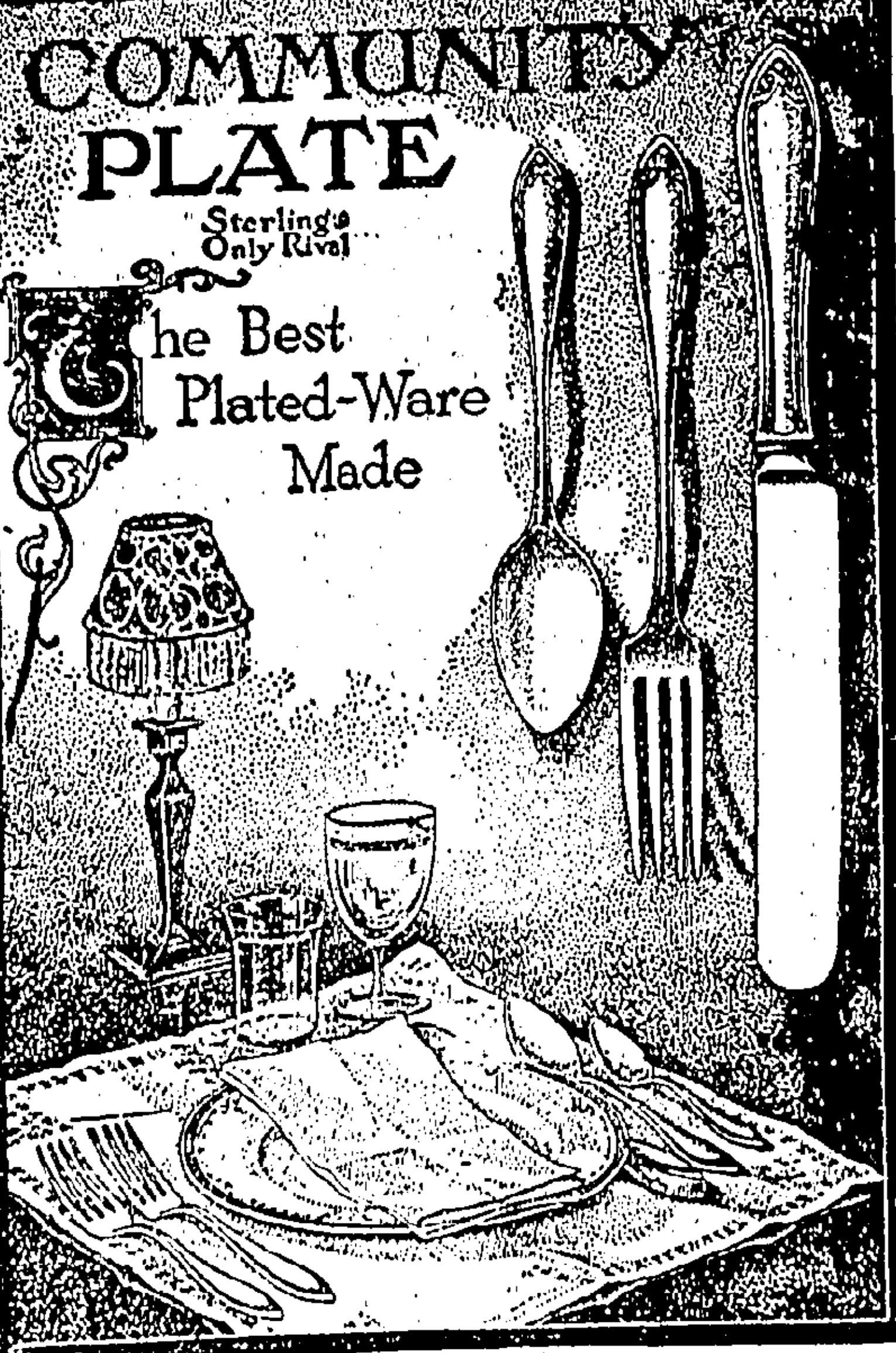
which seemed to indicate an innings victory, Worcester came back with an innings which gave them a substantial lead.

Lancashire were obliged to rest content with points for a victory on the first innings. The scores were:

Lancashire: 446.
Worcester: 127 and 474 for 8 wickets.

Hallows and Watson made a great stand for the first wicket, the former making 154 and Watson contributing 115. The later batsmen also made runs, and when Richard Tyldesley rattled out 5 men for 36, playing the principal part in Worcester's dismissal for 127, the end appeared to be in sight.

Worcester put up totally unexpected resistance and played out time. Gibbons (140) and Fox (143 not out) were the principal sources of annoyance to Lancashire's bowlers.—Router.



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Black and white printed taffetas materialises the coat and skirt of one of the most engaging of the season's ensembles; and plain white taffetas, relieved by a frill of the printed silk, the jumper bodice.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, May 31.

On the principle that one can never have too many jumpers, Madeleine has given us this week two smart models. The lady sitting down has the type of jumper which should be worn with a cardigan suit or tailor-made. The model was of yellow crepe de chine and is sleeveless, as you can see. There are pin tucks on either side of the waist and these have, among other advantages, a slenderising effect. You will observe in this design the return of the jabot, which is scalloped and edged with net. The second jumper was in mid-night blue crepe de chine with trimmings of beige. Naturally these colour combinations are all a matter of individual taste, and I only mention them in passing, because one has got to say something about these clothes. The artist draws my attention to the fact that the neck line in the second jumper is rather new.

Vanity Street.

Next we have an enchanting little lace coat intended for wear with an evening frock—especially an evening frock with lace frills somewhere about the skirt, to make the whole thing en suite. You will see that the underneath gown is taffetas as to bodice, with the lace frills afore-said, while the coat is lace, edged with the same taffetas. The original model, so Stephanie tells me, was in pink taffetas and cream lace; but here again you would suit yourselves. In a climate such as the one endured by your humble scribe, these evening coats are an inestimable boon in the house; while, as I think I have told you on no less than twenty previous occasions, these same coats are ideal for enabling one to re-hash a tired evening frock with a little ingenuity on the part of the prospective wearer, I mean, of course.

Is That So?

We have entertained a Scottish-Australian delegation of

some six hundred and fifty business men and farmers, and one of them has told our enthusiastic reporters that English girls are not so slim as Australian ones, and that in the latter country they have an anti-Potato league, consisting of girls who have sworn never to eat potatoes because it makes them stout. Then the good gentleman went on to say that he knew hundreds of men who went to Australia with nothing and were now visiting their native land (this) as millionaires. And last, but oh, certainly not least, he said that Australia wants our women, and that in Queensland there are husbands for all. Just think of the food for thought in this gentleman's apparently casual pronouncement!



Sixty thousand girls who are strong-minded enough to avoid glorious, golden, fried potatoes in order to keep thin! And even with these slender goddesses—who are of course automatically snapped up; otherwise why go without potatoes with their steaks?—there are still men in Australia who want Englishwomen for wives! I will pass no comment on the "hundreds" of millionaires who are revisiting their native land—except to say that I haven't met even one of them; nor heard of anyone who has met him! But it's good for trade, as people in this country invariably say when it rains. No! Perhaps I am mistaken. They say it's good for the crops in the latter case, I believe; but I know we are always perfect philosophers as a nation.

And, one thing leading to another, I was interested to notice that Sir Harry Samuel, one of our prominent business men, who has just celebrated his golden wedding (I feel, out of courtesy, I ought to say "with his wife, Lady Samuel"—but it's so obvious, isn't it?) said, in effect, that married happiness lies in the absence of men "pals." I take it that of course he meant, on the other hand, or girl "pals," for the husband also; but of this I can find no record. I pride myself on my modernity; it is, in fact, my only defence these days, because I am a Victorian at heart, and there is nothing I would appreciate more than a husband who would beat me—if he could. Nevertheless, I do realise that there is a great deal of sound sense in Sir Harry's recipe for conjugal bliss. These men "pals" (for the wife) and girl "pals" (for the husband) are a menace, however modern we may try to be—especially if we qualify them with the adjective "pintonic." A real friendship needs no qualifying adjective, and when the adjective in question is put there, it is a defensive one. Think it over! "But don't blame me if it rains!"—to quote A. A. Milne's glorious character study, "Eeyore!"

The Street of Adventure.

I have put our picture this week under a new heading, because if ever anyone belonged to the Street of Adventure (and disillusionment) it is Miss Sheila Kaye-Smith, the novelist, who has done for Sussex what Eden Phillpotts has done for Dartmoor, and—one might almost say—Hardy for Wessex. It would be waste of space for me to detail her novels; you either know her and like her, or you do not. But in any case she has reached that position where she is a literary figure to be reckoned with. Of late we have encountered her in journalism; but she lives a very quiet life in her own country, for the most part.

SMART JUMPER HAS SLIMMING EFFECT.



The model on the right is wearing a sleeveless jumper of yellow crepe de chine, while the other jumper is in mid-night blue crepe de chine with trimmings of beige.

THIS WEEK'S RECIPE.

A COLD SWEET.

Chocolate cream.—Make a custard with the yolks of 3 eggs and 1½ pints of milk. Add 4oz. of grated chocolate dissolved in 1 gill of milk, and 1½oz. of gelatine dissolved in a little water. Flavour with vanilla and sweeten to taste.

When cool, stir in 1 gill of whipped cream and the stiffly whipped whites of the eggs. When nearly setting pour into a mould rinsed out in cold water.



Multi-coloured embroideries worked by hand in thick silks of Bulgarian colourings form a fascinating decoration on a gown in 'maise' colour georgette.

COTTONS AND LINENS.

IN A GREAT MANY VARIETIES.

Cotton frocks and linen frocks have been kept rather severely in the back-ground during the last few summers, but they have refused to stay there any longer, and have come out looking more attractive than ever.

Fine handkerchief linens and filmy voiles, narrow ribbed piques and organdie muslins—there is an immense variety of these and of other cool fabrics with names that are not so well known; and the variety extends to the way in which these fabrics are used as well as to their designs and colourings.

Piques and heavy linens are naturally the best of the thin materials to choose for suits or coats. A frock of plain raspberry linen is trimmed with tiny diagonal tucks, and has a matching cardigan of its own material.

Gay Colours.

A suit of white pique has a blouse and a coat lining of fine handkerchief linen in white and two shades of green. A frock of very gay printed cotton in red, black, and grey, has a three-quarter length coat of grey or red pique, whichever of the two suits the wearer better.

When all our frocks were straight and short and scanty, voile was not a good medium in which to express them; but now that they float and dip and flare again, it lends itself very happily to all their whims, and is often so fine in texture and so exquisite in colouring that it is quite a serious rival to chiffon.

Dotted Swiss muslin in white or pink or green or blue is delicious for small people and their not-too-grown-up sisters. For these same young people on very best occasions there is really nothing more charming than organdie muslin.

One of the French designers always does enchanting things with organdie. Often she uses two, three, or even more shades, one on top of the other. At other times she produces a shaded effect by wide hems and bands of two thicknesses of the same colour over a pale slip, or she makes the frock in one colour and the sash or girdle in another.

All these fabrics are used in town, as well as in the country, and as far as children are concerned the colours remain the same, but grown-ups look more appropriately dressed when their town clothes have a fairly dark ground.

Wedding Rings.

Wedding rings change in fashion nowadays almost as speedily as other jewelled trinkets, and the latest ones, of finely chased platinum, are set with square-cut diamonds instead of the usual rose diamonds, and can be obtained in any size. Eternity rings may be had in the same style, either of plain diamonds or else of sapphires, rubies, or emeralds.



A dainty little lace coat over a taffeta evening frock trimmed with lace to match.

Gay Bath Towels.

After the annual spring cleaning even the bath-room has to be fitted with new accessories to match the freshly-painted walls. Bath towels and mats are no longer dull white affairs, but can be obtained in pastel shades of blue, green, and pink, with borders picked out in floral designs.

NEW JUMPERS.

IMITATE TAPESTRY.

The newest tennis suit consists of a jumper made of the new tapestry-jersey, which is so beautifully woven that it looks like the finest hand embroidery, to which is allied a plain skirt set in pleats at the sides to give the necessary fullness.

These tapestry-jersey stuffs are specially woven for some of our most famous dressmakers, and they are produced in very lovely colourings.

The Trouser-Skirt.

Some of the newest sports suits have the comfortable trouser-skirt which a great French designer is so strongly advocating. For tennis, golf, and river use these divided skirts are undoubtedly ideal. Many of them are so cleverly fashioned that no one except on close examination could realise the presence of "trousers."

These models are as full as exaggeratedly wide plus fours, and cut in very much the same manner. Other models are kilted so thickly that the folds flap over each other to hide the division.

Flannel Allied to Jersey Fabrics.

Light-weight flannels are very popular for sports costumes in combination with silk-and-wool jersey stuffs, and it must be stated that the popularity of horizontal stripes for jumpers and pull-overs is rather on the increase than otherwise. This is surprising, since horizontal stripes are rarely becoming to any but an exceptionally slight figure, while perpendicular stripes, on the contrary, make for slim grace and a youthful outline.

Some of the newest jumpers seem flecked with silver or gold. They have irregular dashes of metallic light, which have the appearance of falling casually on the silk-and-wool background. Needless to say that such materials as these are, especially woven for very special people, and that they are disconcertingly expensive.



This evening wrap seen on Mary Brian, Hollywood screen star, was made of pieces from gowns worn by Gloria Swanson, Clara Bow, Pola Negri, Eileen Ferguson, Bebe Daniels and Florence Vidor.

With regard to colours for sports suits all the wood-tints are fashionable. Nearly every known shade of brown, green, and rose-beige are to be seen.

TO WOMEN GOLFERS.

POINTS FOR LONG-HANDICAP.

A large percentage of women golfers in the long-handicap class fail to achieve the desired improvement in their game owing to a slavish adherence to orthodox methods. On almost any golf course where women play, they can be seen struggling to emulate the perfect full swing with disastrous results. A successful full swing in many cases is a hopeless ambition, as it is clear that the control of the club is lost before the start of the downward swing. To those players who are unsuccessfully persevering with a full swing I recommend the adoption of a shorter swing—say, a three-quarter or half swing. This can be regulated according to your ability to control the clubs effectively. If the swing is taken with ease and rhythm, keeping full control of the club on the whole journey, it will be found to be surprisingly effective. When driving off the tee stand firmly and comfortably, and have the ball in line with the left heel.

Don't let your mind dwell on the necessity of rising on your toes, in fact forget it. Concentrate on (1) keeping your eye fixed on the back of the ball where you wish to hit it; (2) swinging the club in a natural, easy manner; (3) keeping full control of the club; and (4) hitting the ball straight down the fairway with the club following well through.

Hit the Ball Firmly.

At the start of the upward swing, if the club head is drawn lightly across the surface of the grass for about six inches behind the ball, it will prevent any tendency to lift the club hurriedly. The downward swing should not be fast until almost at the ball, when it should be accelerated to hit the ball off the tee in a sweeping movement, following through as if a second ball immediately in front had also to be swept away. Don't adopt a crouching position on the tee. Stand well up and let the club head lie naturally, and if the swing is performed with graceful ease and rhythm, it will be found that the pivoting movements will take place without conscious effort.

Easy swinging must not be confused with slovenly swinging. The ball must be hit firmly, not patted caressingly.

In using the brassie through the green, the same method is recommended, but it should be borne in mind that the ball is not sitting up as on the tee, and consequently the sole of the club head must graze the ground, as it approaches the ball, in order to lift it clean away.

TO A VERY SMALL CHILD.

Solemn and frank your eyes regard me,
What are the thoughts behind that wide brow?
Looking at you I hope that you love me;
Suppose that you see right through me now!

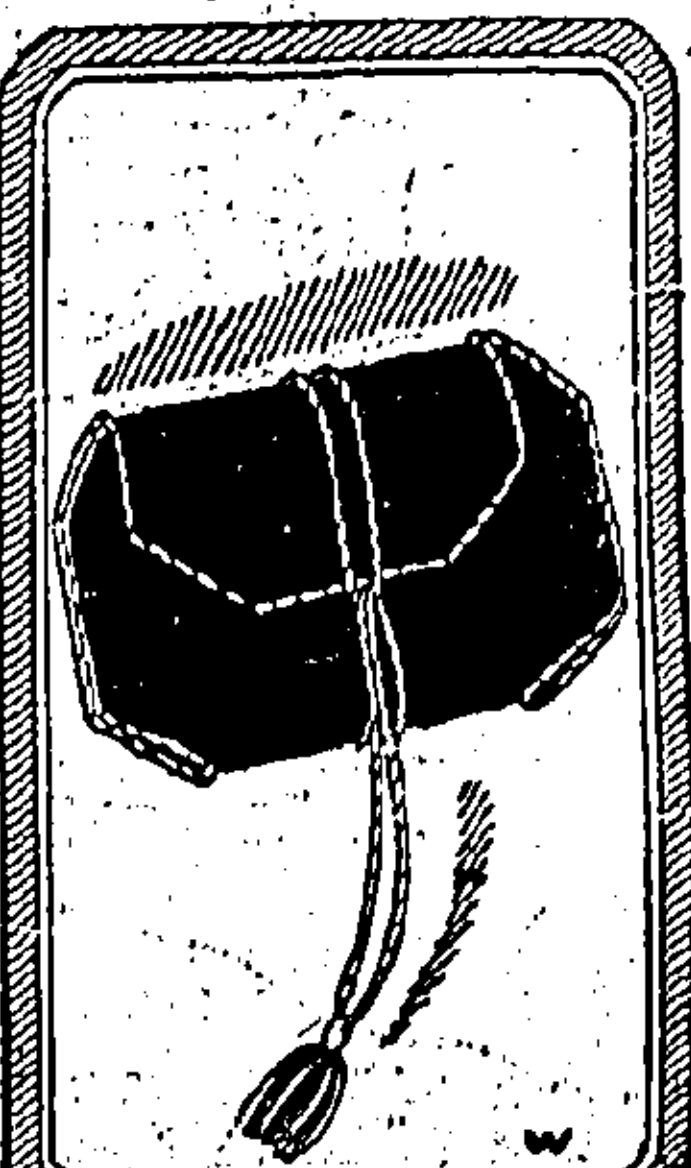
Laughing and gay your eyes dance at me,
Through your whole being ripples your fun,
So I laugh with you, catching your gladness,
Gladness of life that has just begun.

Baby, I've often pretended, or faltered,
I've been grown up so many long years,
Your perfect gravity, your rockless gaiety
Move me to laughter, yet stir me to tears.

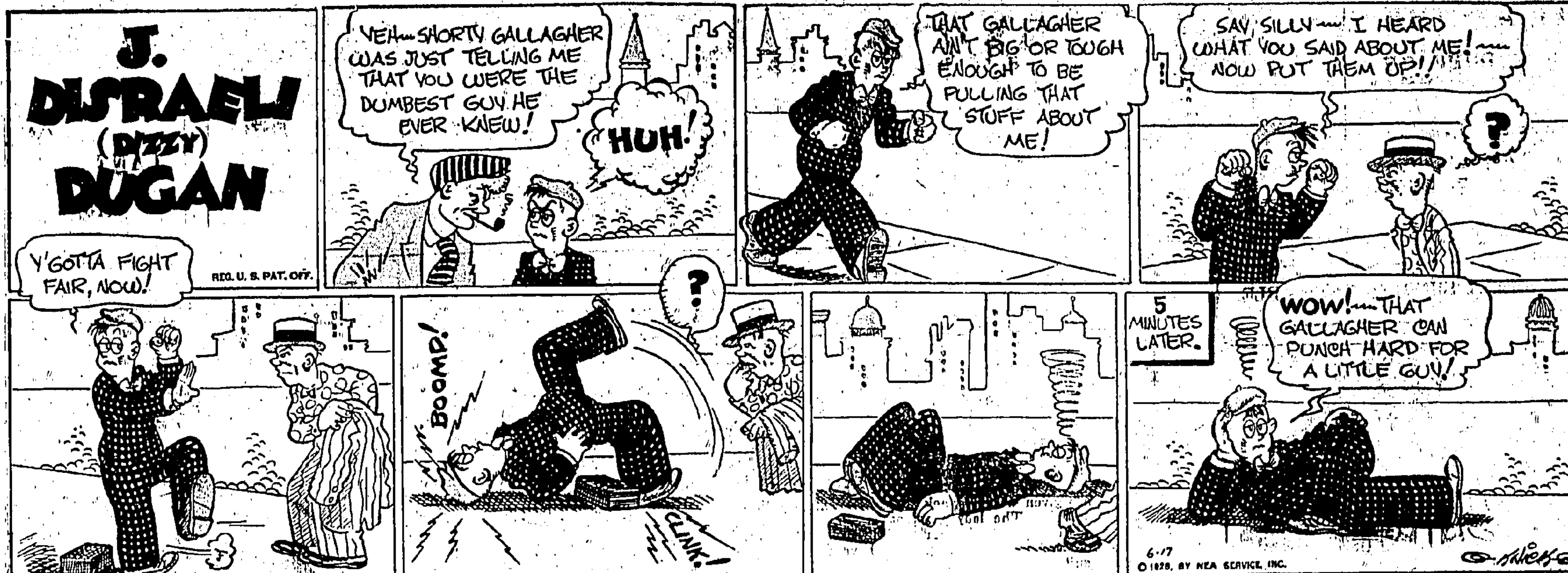
Something you bring from Life's very dawning,
Something we lose in the shams of the world,
So whether solemn or come you're sacred—
Baby, whose fingers round mine are now curled.
THELMA COOMBS.

Hats For Hot Weather.

Stitched crepe-de-chine hats are ideal for summery days, and in order that they may not be too floppy are attached to a fine framework of felt. The stitching is circular, and hats of organdie muslin or fine linen are treated in the same way for sports wear.

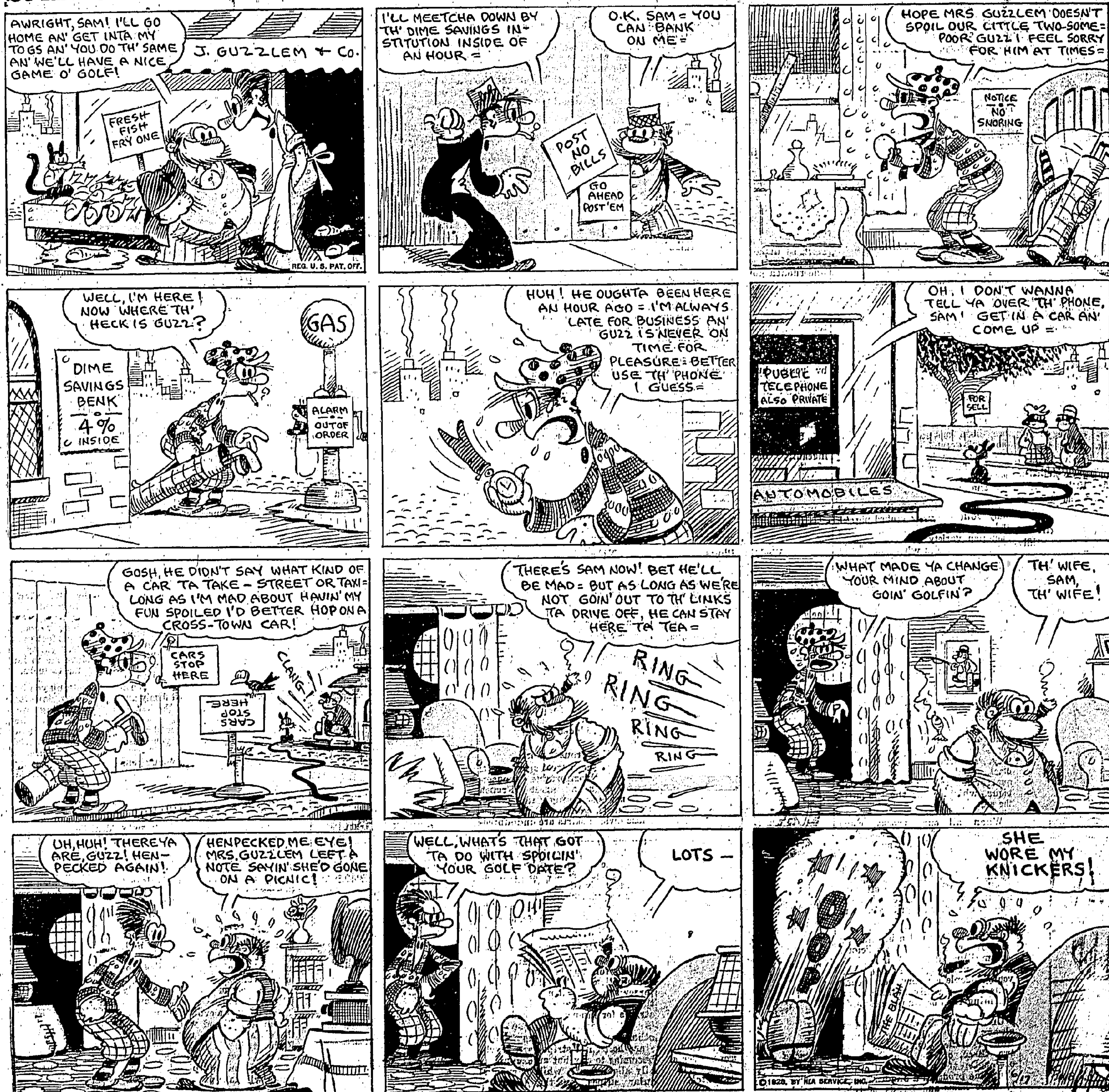


Smartest in evening hats is this new model. It is plain-coloured or brocade edged with gold cords, and has a tasseled cord around it.



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SHANGHAI DIVORCE.

DECREE GRANTED ON GROUND OF DESERTION.

The petition of divorce by Isobel Burt v. Arthur Raymond Burt was granted by Judge Milton D. Purdy in the U.S. Court for China, at Shanghai.

Mr. F. J. Schuhl represented petitioner.

Mrs. Burt said that she had been living in Shanghai for 10 years. The last time that she had seen her husband was in February, 1927, at the Hotel Plaza, where they were residing at the time. Petitioner did not know where her husband had gone, and he left her without any money and without paying for the hotel bills. She had not heard from him by letter, or telegram, nor had she received any remittance from him. The only money petitioner had when her husband left was \$35, which she paid to the hotel for a couple of days' charges. Her husband had continually ill-treated her, struck her on the face, blackened her eye, and cut her lip. After her husband's departure she had been for six months in hospital. The only reason petitioner could assign for his going away was because he was heavily in debt.

In answer to the Judge, petitioner said her husband was a publisher, and that he had been connected with Mr. Carl Crow on a salary and commission basis. With Messrs. Powell and Crow he had published a book, and at the time of his going away he had been trying to push the sale of it. Her husband's parents lived in St. Louis, U.S.A., but he had told her that he had not heard from them since he was 17 years old. In order to maintain herself she had been engaged in stenography.

Mr. Jacques Klass, manager of the Hotel Plaza, said that Mr. Burt left an unpaid bill of \$393, and that, after his departure, petitioner seemed concerned over the matter. They were still holding some trunks belonging to respondent. He had no knowledge as to Mr. Burt's whereabouts.

Evidence was given by Mr. J. B. Katz, proprietor of the Commercial Express and Storage Co., that he knew the parties in the case very well, since he had been staying at the Plaza at the time. There were many occasions when he had heard respondent using extreme profane language and had seen the effects of his cruelty on petitioner. There was one particular occasion, just after the New Year holidays, when petitioner had run into the room occupied by witness and his wife, seeking protection from her husband's attacks.

His Honour granted the petition.

RUSSIAN GRAIN.

STATE RESERVE PROPOSED.

Moscow, July 13.

The Central Committee of the Communist Party has discussed agricultural questions and passed a resolution suggesting the increase of the price of grain, and the organization of a State grain reserve. —Reuter.

THE FLOATING DOCK.

SECTION HELD UP BY WEATHER.

Gibraltar, July 13.

The second part of the Singapore floating dock should have passed the Straits yesterday. It is lying off Cape Spartel, held up by heavy weather. —Reuter.

THE ENGLISH ORIENT.

AMUSING TO EASTERN STRANGERS.

[By Sirdar Ikbai Ali Shah.]

Nothing, perhaps, amuses the Eastern stranger in England so much as the treatment accorded to things Oriental on the stage, in magazines, on the films. What would you think, for example, of a theatrical producer who in a serious drama allowed a player to appear on the stage in a silk hat, a morning coat, and a pair of "plus fours"? Yet incongruities of this kind are to be witnessed almost every day on the English stage and in the illustrations of stories in English magazines and books. The impression seems to prevail that most Eastern people, whether nobles or peasants, habitually wear the flimsiest of silks, lavishly embroidered with gold and silver. They may on special occasions so attire themselves. But the fabrics in general use among women for everyday wear are more often of cotton or linen, or of more substantial woollen, and these nearly all hail from Manchester or Leeds. The odd notion, too, that all Asiatic people wear shoes of the flimsiest material turned up at the toes like a ram's horns, has often greatly amused me. What they usually do wear is elastic-sided boots or ordinary ladies' shoes made in London or Paris, or rubber-soled tennis shoes manufactured in Edinburgh.

The extraordinary idea, too, seems to be held that every man from Constantinople to Mandalay wears a turban, or, at least, a fez. As a matter of fact, fezzes are "going out" in Turkey, straw hats or bowlers taking their place, and—I tremble to tell it—the basis of most turbans is an old bowler hat! Thousands of worn-out bowlers are sent annually to the East to become the "foundations" of new turbans after their rims have been removed.

The Sheikh of Fiction.

The glorious appearance of the Moroccan sheikhs of film-land has frequently much amused me. The last sheikh I spoke to was wearing a particularly dilapidated pair of secondhand Oxford "bags" and a gaudy "pull-over" beneath his flowing burnous. Some sheikhs, however, are exceedingly tidy, spotless, and point-device.

These "Arabian Nights!" What have they not done to you? They have made you believe in an East which more resembles an annex to pantomime than anything human. They have bemused you into regarding the Orient as a great pleasure-garden studded with palatial domes and inhabited by people clothed mostly in jewels and sequins, people of unrestrained passions and children and impetuous whims, who, when they are not drinking sherbet or smoking nargilehs, were beheading someone or flying through the air on carpets. And many of your modern novels have caused you fatuously to believe in an East scarcely less absurd—an Orient filled with almond-eyed "dope-fiends," thieves who smear themselves in oil, hours who spend their time at lattice-casements on the look-out for handsome Gaiours, and sheikhs who have nothings else to do but abduct silly English or American women to impossible oases. It isn't that you have no good and reasonable descriptions of Eastern life in your fiction—it is rather that you prefer to brighten your duller hours under a drab sky with visions of an East which never existed save in the fantasy of your more imaginative and impressionable poets and novelists.

CANTON UNIVERSITY.

SCHEME TO COST A MILLION DOLLARS.

Mr. Tai Chi-tao and Mr. Chu Chia-wah, President and Vice-President respectively of Chung Shan University, have long cherished the idea of building a new home for the University. Their efforts towards attaining this ideal were making good progress when the communists intervened and attention had to be diverted to other matters of greater importance and urgency.

Now that conditions have returned to normal the plans for the University have again been brought to the forefront. The sympathetic consideration of the Branch Political Council has been gained, and it is learned that a sum of one million dollars will be set aside for this scheme. This sum will be paid out in monthly instalments of \$100,000, and when the whole amount has been collected, a start will be made on the construction of the new site and buildings for the university.

Mr. Tai Chi-tao who is now up north, will endeavour to secure the best architectural talent to supervise this work.

FRANCS CASE SEQUEL.

RECEIVING ORDER AGAINST MRS. DYNE.

It is announced in the London Gazette that a receiving order has been made on a creditor's petition, under date June 15, against Mrs. Aminta Marjorie Bradley Dyne, in respect of her separate estate. Mrs. Dyne is described as residing at Kenway Cottage, Kenway-road, Earl's Court, London, and now or lately residing at Mount-street, Park-lane, London, and carrying on the business of a dealer in foreign currency and exchange.

In the King's Bench Division early this year, Messrs. Ironmonger and Company, bankers, of Angel-court, London, E.C., were awarded \$38,938 against Mrs. Dyne in respect of dealings in foreign currency. The Court of Appeal dismissed Mrs. Dyne's appeal against the judgment.

The case led to a Departmental inquiry, one result of which was that Mr. J. D. Gregory, an Assistant Under Secretary for Foreign Affairs, was dismissed the Civil Service.

TORNADO DEATHS.

AMERICAN TOWNS SUFFER IN VIOLENT STORM.

Frederick (Okla.), June 17.

A tornado swept over the southwestern section of Oklahoma and struck the towns of Blair, Mount Park, and Snyder.

The residents of Blair managed to send out appeals for assistance before communications were broken, and 200 volunteer relief workers from Albus rushed to the aid of the stricken towns.

Unconfirmed reports from Blair indicate that the town was virtually destroyed. It is known definitely that three people have lost their lives and that 15 are injured.

Fifty houses were demolished in Snyder. The tornado swept along a six mile wide pathway through south-west Oklahoma. —Exchange.

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UNITED KINGDOM & CONTINENT

"CITY OF TOKIO" ... Havre, London, R'dam, Hamburg & Glasgow ... 24th July.
"CITY OF PEKIN" ... Havre, London, Rotterdam & Hamburg ... 24th August.

BOSTON, NEW YORK & BALTIMORE .. AMERICAN & MANCHURIAN LINE

"CITY OF EVANSVILLE" ... via Suez Canal ... 7th August.
"CITY OF LINCOLN" ... via Suez Canal ... 5th October.

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"MYRTLEBANK" ... via Suez Canal ... 2nd September.

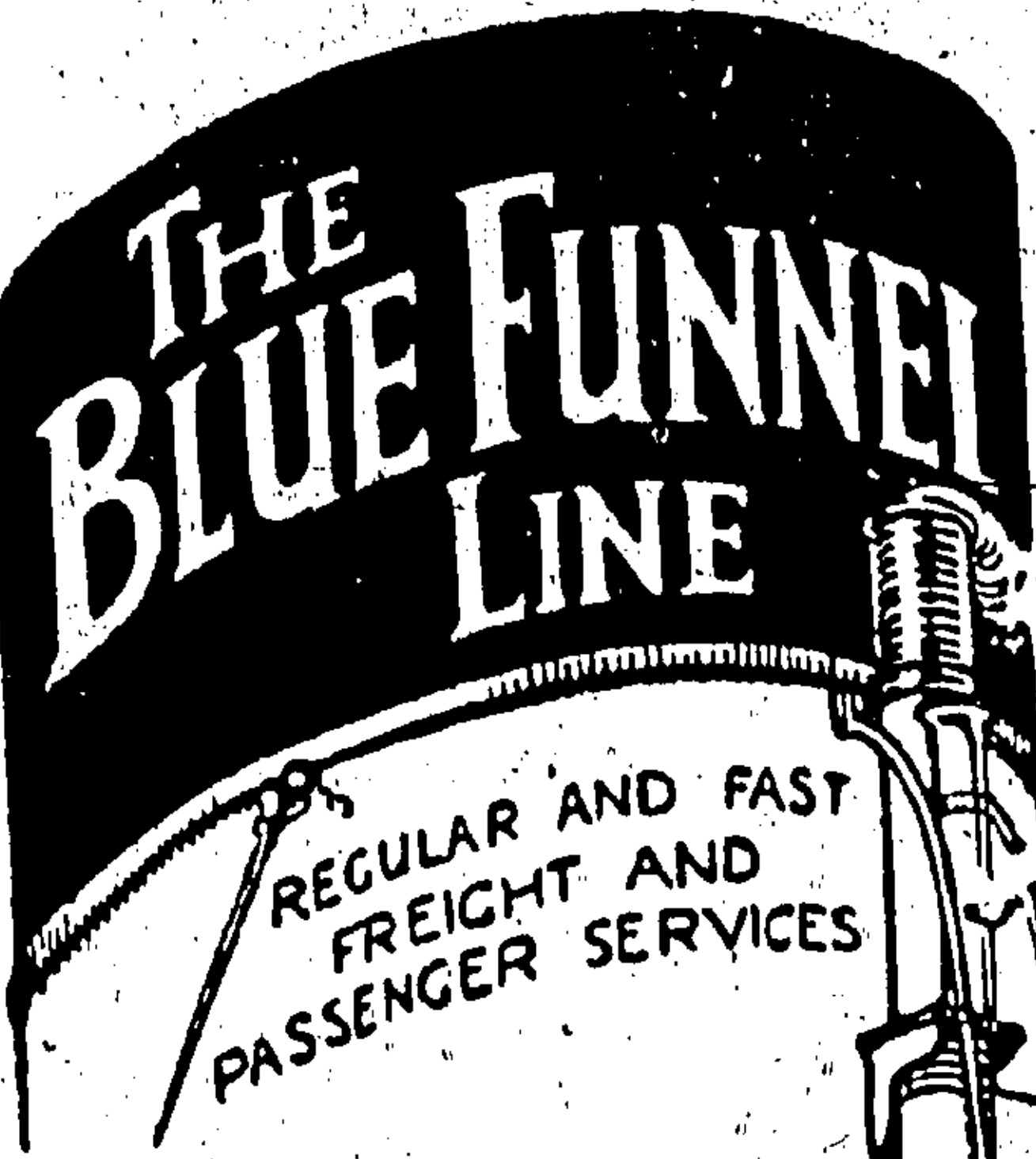
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Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay, Cape Town, Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambans, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderia Bay, Walvis Bay and Madagascar.

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*Calls at Casablanca.

LIVERPOOL SERVICE

"HEXENOR" ... 23rd July. Genoa, Havre, Liverpool & Glasgow.
"ANTIOCHUS" ... 20th Aug. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

via Kobe & Yokohama
"TALTHYBIUS" ... 2nd Aug. Victoria, Vancouver & Seattle.
"INION" ... 23rd Aug. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"DARDANUS" ... 27th July. Oran, Boston, New York & Baltimore.
"LYCAON" ... 24th Aug. Boston, New York & Baltimore.

PASSENGER SERVICE

"AENEAS" ... 4th Sept. Singapore, Marseilles & London.
"SARPEDON" ... 3rd Oct. Singapore, Marseilles & London.

OUTWARD SERVICE

"NINGCHOW" ... 17th July. S'hai, Moji, Kobe & Yokohama.
"ACHILLES" ... 24th July. S'hai, Moji, Kobe & Yokohama.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to—

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Weekly Trans-Pacific Service

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Fortnightly sailings on Tuesdays

Pres. Jefferson Tues. July 17, 9 a.m. Pres. Griz n ... Tues. July 24th

Pres. Lincoln ... Tues. July 31st Pres. Cleveland ... Tues. Aug. 7th

Pres. Madison ... Tues. Aug. 14th Pres. Pierce ... Tues. Aug. 21st

Pres. Jackson ... Tues. Aug. 28th Pres. Taft ... Tues. Sept. 4th

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

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ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Adams ... Sun. July 15, 8 a.m. Pres. Monroe ... Sun. Aug. 26, 8 a.m.

Pres. Garfield ... Sun. July 22, 8 a.m. Pres. Wilson ... Sun. Sept. 9, 8 a.m.

Pres. Harrison ... Sun. Aug. 12, 8 a.m. Pres. Van Buren ... Sun. Sept. 13, 8 a.m.

To Manila

Pres. Adams ... July 15th, 8 a.m. Pres. Garfield ... July 29th, 8 a.m.

Pres. Grant ... July 17th, 8 p.m. Pres. Cleveland ... July 31st, 6 p.m.

Pres. Lincoln ... July 21st, 6 p.m. Pres. Madison ... Aug. 4th, 6 p.m.

For Bookings, Passenger and Freight Information apply to

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SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Chakong Yaching Kwongsang Hopsang	Sun. 15th July at noon. Wed. 18th July at noon. Sun. 22nd July at noon. Wed. 25th July at noon.
TO OSAKA via AMOI, MOJI & KOBE	Kutsang Namsang Kunsang	Fri. 20th July at 7 a.m. Fri. 3rd Aug at 7 a.m. Thurs. 16th Aug at 7 a.m.
TO CANTON	Kwongsang	Tues. 17th July at 7 a.m.
TO STRAITS & CALCUTTA	Fooksang Hosang	Wed. 25th July at 3 p.m. Fri. 3rd Aug at 3 p.m.
TO SINGAPORE	Yunsang	Thurs. 19th July at 3 p.m.
TO SANDAKAN	Hinsang	Wed. 25th July at 3 p.m.
TO TIENTSIN	Chipsing	Tues. 24th July at noon.

SUMMER TRIPS TO JAPAN.

Excellent 1st class accommodation on through steamers from Calcutta to Japan at the specially reduced return fares of \$175. to Kobe and \$200. to Yokohama. These return tickets are available for 3 months. Further reductions made for parties of not less than 4 adults.

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AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "DARDANUS"	via Suez Canal 27th July.
S.S. "CITY OF EVANSVILLE"	via Suez Canal 7th Aug.
S.S. "LYCAON"	via Suez Canal 24th Aug.
S.S. "PHEMIUS"	via Suez Canal 21st Sept.
S.S. "CITY OF LINCOLN"	via Suez Canal 5th Oct.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

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GLEN LINE.

Fare Hongkong to London \$82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMB.

Steamship "GLENHANE" (Via Oran)	12th Aug.
Motor Vessel "GLENNOGLE" (Via Oran)	11th Sept.
Motor Vessel "GLENAP" (Via Oran)	31st Oct.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARDIGANSHIRE"	15th July.
Motor Vessel "GLENNOGLE"	20th July.
Motor Vessel "GLENAMOY"	10th Aug.
Motor Vessel "GLENARRY"	1st Sept.

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JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

HONGKONG, CANTON & MACAO STEAMERS.

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8 A.M. and 2 P.M.	8 A.M. and 2 P.M.
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EXCURSIONS TO MACAO.

ON SUNDAY, 15th JULY.

HONGKONG TO MACAO	MACAO TO HONGKONG
9.00 a.m. "SUI AN"	3.30 p.m. "SUI AN"

RETURN SALOON PASSAGE FARE: \$5.00.

CURTAINED SAILINGS

TUESDAY, 10th JULY.

8 a.m. No sailing to Macao 2 p.m. No sailing from Macao

WEDNESDAY, 11th JULY.

8 a.m. No sailing to Macao 2 p.m. No sailing from Macao

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU"

will be despatched from Hongkong on the

8th AUGUST, 1928,

FOR SYDNEY, MELBOURNE & ADELAIDE via Manila, Iloilo, Kalambagan, Taracan, Sandakan, Balikpapan and Rabaul.

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DREDGING WORK.

PROGRESS OF HARBOUR OPERATIONS.

Investigation were instituted during the early part of the year with a view to carrying out a scheme of dredging at Kowloon Point, Belcher Ridge and Rambler Shoal, Penguin Shoals, and the Western Railway, says the annual report of the D. P. W.

A contract was let to the Netherlands Harbour Works Co. on May 14 for the dredging of Kowloon Point, Belcher Ridge, Rambler Shoal and Penguin Shoals. The contract provides for the dredged material to be utilized in forming the reclamation south-east of Kowloon City, the construction of about 1,300 feet of sea walling, and other necessary contingent works. The contract is to be completed in fifteen months.

The contractors commenced operations on July 4 and completed the dredging of Penguin Shoals to an average depth of -37.5' O.D. on August 11. The total quantity of material dredged from this area was 66,253 cubic yards, and it was found to consist of 69% sand, 16% mud, and 15% shell.

The dredging of Belcher Ridge and Rambler Shoal Area was completed to a depth of -36.5' O.D. on October 12. The total quantity of material dredged from this area was 198,822 cubic yards, and it was found to consist of approximately 57% sand, 14% mud, and 29% shell.

At Kowloon Point.

The contractors commenced dredging Kowloon Point Area on October 13. The first section to be dredged was the Area South of the Railway Pier and East of the Cable Reserve, which was completed to a depth of -30' O.D. on October 21. The dredger was then moved to the main area West of the Hongkong and Kowloon Wharf and Godown Company's pier, and work was still in progress here at the end of the year. The dredging over this area is being carried out to varying depths ranging from 32' to -36' O.D. A sample of the dredged material taken on October 24 showed that it consisted of approximately 54.66% sand, 24.07% shell, 1.16% coal, 1.56% cinder, and 18.63% mud. On December 31 approximately 248,944 cubic yards of soil had been dredged from the Kowloon Point Area.

The total estimated quantity of dredging under this contract is 1,470,000 cubic yards; this amount about 600,000 cubic yards or equivalent to 41% had been dredged during the period under review, and nearly half the contract time had elapsed. However, it is anticipated that the contract will be completed within the time limit. During the year the contractors were delayed four days by winds of typhoon force and typhoon warnings.

BOAT ROBBERY.

TRIAL AGAINST FOUR MEN CONTINUED.

Several protracted hearings have been necessary for preliminary examination of the witnesses in the case in which four men have been arrested on charges of kidnapping and robbery on board a fishing boat at Ling Ko Tan in May last. Mr. Horace Lo, for the defendants, opened his case before Mr. W. Schofield at the Kowloon Magistrate's Court yesterday afternoon.

Mr. Lo intimated that he had already disclosed the line his defence would take. All the defendants, he said, were in Macao at the precise time that the robbery and subsequent kidnapping of the master, occurred. They had been fishing and had caught a quantity of crabs and fish which they had disposed of to a shop in

CONSIGNEES' NOTICES.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The Motor Vessel:

"DANMARK"

having arrived, consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 20th July, 1928, at 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ash on the 18th July, 1928, at 10 a.m. All claims against the vessel must be presented to the Underwriter before the 23rd July, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by:

JOHN MANNERS & CO., LTD.

Agents.

Hongkong, 14th July, 1928.

NO MORE OPIUM.

CONFERENCE DRAWS UP NEW PLANS.

Shanghai, July 13.

The decision to hold a National Opium Suppression Conference annually was reached at a meeting of the Opium Suppression Committee at Nanking yesterday, when the programme for the enforcement of opium suppression, which is being submitted to the Government Council for consideration and approval was formulated.

The plan provides first, that all Government officials shall be forbidden to smoke opium. Violators to be dismissed from the service permanently.

Secondly, that opium smoking among the people shall be suppressed within six months, regardless of age or physical conditions.

Thirdly, that poppy growing and the sale of opium shall be completely terminated in the course of the year 1929.

Fourthly, that all responsible government officials found negligent in their duties in the enforcement of opium suppression regulations shall be dismissed by order of the Government Council.

CHEAPEST MONEY.

FEDERAL RESERVE BANK REDISCOUNT RATE.

New York, July 13.

The Federal Reserve Bank of New York and Richmond have raised the re-discount rate to 5 per cent.

Reuter's American Service.

Macao. Evidence to this effect would be called by the defence. Continuing Mr. Lo said that the complainant and the defendants were actually related and there was, therefore, no question of kidnapping a man to whom the defendants were well-known.

The case was again adjourned.

CONSIGNEES' NOTICES.

OCEAN STEAMSHIP CO., LTD. And CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's vessel,

"LYCAON"

From UNIFIED KINGDOM and CONTINENTAL PORTS via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 11th July.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th July, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st July, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th July, 1928.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship:

"BENRINNES"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th July, 1928, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 31st July, 1928, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th July, 1928, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 10th July, 1928.

N. Y. K. LINE. NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

The Steamship,

"LYONS MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 19th July, 1928, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No Fire Insurance has been effected.

NIPPON YUSEN KAISHA, Hongkong, 12th July, 1928.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND) Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

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S. S.	Tons	From Hongkong (about)	Destination
RAWALPINDI	16,619	21st July	Bombay, Marseilles & London
INANKIN	7,058	28th July	Marseilles, London, A'werp, Rotterdam & Hamburg
KASHMIR	8,985	4th Aug.	M'les, L'don, A'werp & Hull
KIDDERPORE	5,334	10th Aug.	Straits & Bombay
RAJPUTANA	16,568	18th Aug.	Bombay, Marseilles & London
Cargo only.			* Calls Casa Blanca.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	15 July 2.30 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	3rd Aug	S'pore, Penang & Calcutta
TAKLIWA	7,936	13th Aug	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	3rd Aug.	Manila, Sandakan, Thura, Island, Townsville, B'hane
TANDA	6,656	31st Aug.	Sydney and Melbourne.
ST. ALBAN	4,500	28th Sept.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kulambagan, Tawau, Timor, Darwin, or other ports en route as indicated on the following:

Frequent connections from Australia with the following:—
The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

RAJPUTANA	16,568	20th July	Shanghai, Kobe & Yoko
TAKLIWA	7,936	23rd July	Amoy, Moji, Kobe, Osaka & Yoko
LALPORE	5,273	23rd July	Kobe

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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Hakodate Maru ... Wednesday, 18th July.

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Mishima Maru ... Friday, 20th July.

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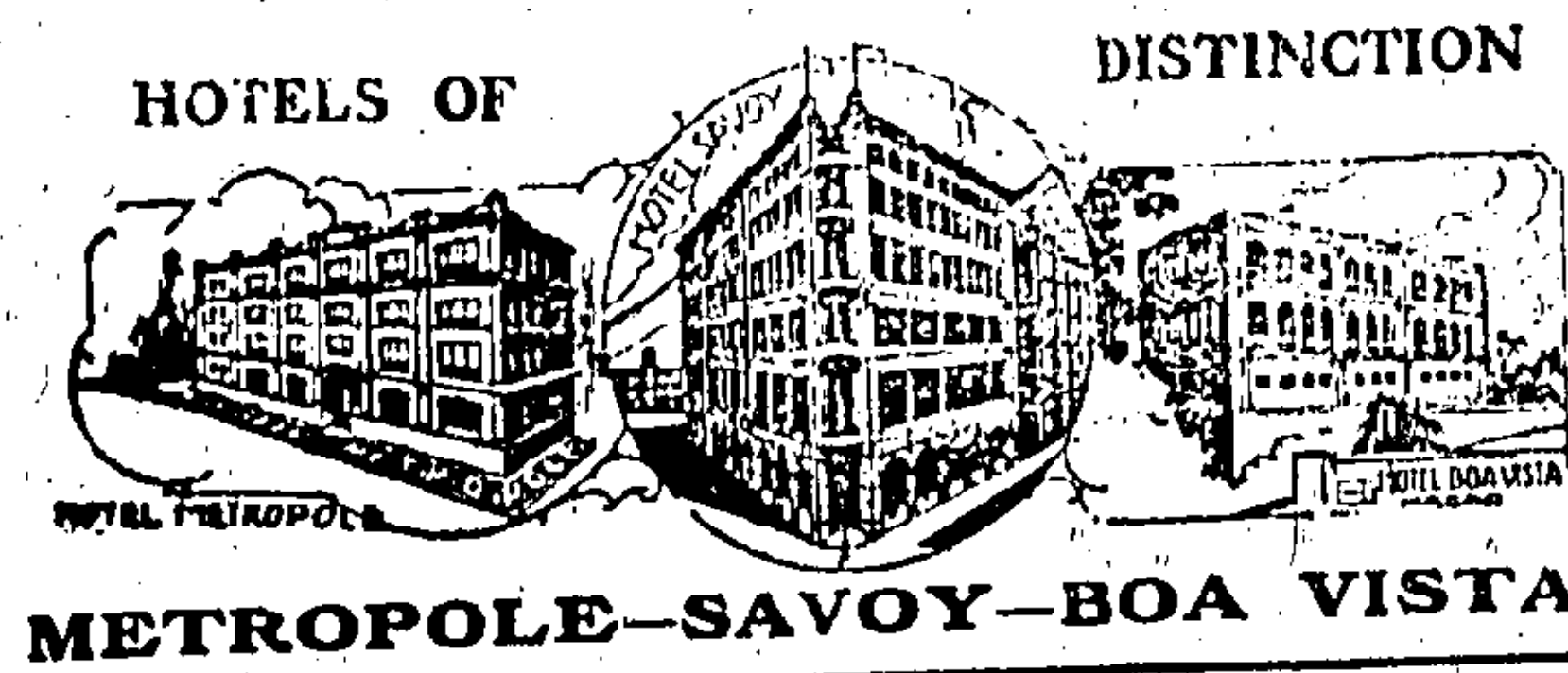
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CHINESE TROOP REDUCTION.

EXTENSIVE SCHEME OUTLINED.

BRITISH ATTITUDE ON THE MANCHURIAN ISSUE.

NO SPECIAL RIGHTS.

Peking, July 13.
Disbandment proposals have been made, suggesting that a Committee for the disbanding and reorganising of troops be formed, including the Commanders of the Armies and the Navy, Chiefs of the General Staff, members of the Military Council and of the Central Executive Committee, and that it be divided into five Departments, namely:

1. For organising the training of National troops.
2. For reorganising the Gendarmerie.
3. For reorganising the Police.
4. For making arrangements concerning the former Soldier and Labour Corps.
5. For planning waste-land cultivation and similar projects.

In the statement it is suggested that five million mu of waste land could be cultivated, and each soldier provided with 20 mu for himself.

The Army which is to be formed will be selected from the best trained troops and those which have rendered valuable services in actual warfare, and it will be under the direct control of the Central Government.—*Reuter*.

Britain and Manchuria.

London, July 13.
Answering questions in the House of Commons, Sir Austen Chamberlain said His Majesty's Government regards Manchuria as a part of China and does not recognise that Japan has any special interests there other than those conferred by Treaty and those mentioned in Baron Shidehara's statement to the Plenary Session of the Washington Conference on February 2nd, 1922.

Sir Austen replied in the negative to a question whether any other signatory of the Nine-Power Washington Treaty (apart from the protests by the Peking and Nanking Governments) had stated that it does not recognise that Japan has special rights or interests in Manchuria.—*Reuter*.

"Ironclads" to Disarm.

Shanghai, July 13.
A report, emanating from Nanking states that General Mow Pei-shan, leader of the "Ironclads," or the 4th Army, has wired to the Nanking Military Council asserting that he intends to disband all units in his Army.

In reply to a telegram by General Ho Ying-ching, Marshal Chiang Kai-shek has declared that in view of the fact that the disbandment of troops is the general wish of the country, he has instructed General Ho, his chief subordinate, to take the lead by disbanding a portion of the First Nationalist Army Corps.

Treaty Revision.

Shanghai, July 13.
It is reliably stated that the Foreign Ministry is delivering Notes to the representatives of twenty-four countries, believed to be requesting the immediate revision of Chinese treaties, whether they have expired or not.

It is understood that Japan is particularly disturbed concerning the uncertainty of her position as the Nationalist Government may refuse to be bound by the extensions granted by Chang Tso-lin.—*Reuter*.

Sino-France Conventions.

Shanghai, July 13.
The Foreign Ministry has issued the text of the Note terminating three Conventions relative to frontier trade between China and France, namely the Convention of Tientsin of April 25, 1886, the additional Commercial Convention signed in Peking, June 26, 1887, and the Convention supplementary to the same signed in Peking, June 20, 1895.

The Nationalist Government declares that the above mentioned Conventions shall be considered as terminated from July 7, 1928, and proposes that the Chinese and French Governments immediately appoint plenipotentiaries to negotiate new agreements on the basis of equality and mutual respect for sovereignty.

In the meanwhile the Nationalist Government will promulgate interim regulations in order to maintain land trade relations between China and France.—*Reuter*.

Chiang Leaving for Nanking.

Shanghai, July 13.
The Kuo Min news agency states that Chiang Kai-shek is leaving for Nanking from Peking in the latter part of this month to attend the plenary session of the Central Executive Committee on August 1. The Kuo Min news agency understands that Feng Yu-shiang, Yen

GRAND TATTOO EMBLEM.



The above is a reproduction of the prize design for the Grand Tattoo Emblem. Mr. Pun U. Ying, of 16, Sau Wa Fong, is the successful artist. An exhibition of Tattoo designs will be held at the City Hall on Tuesday and Wednesday next.

CAPITAL WORK BY "KRASSIN."

(Continued from Page 1.)

a base at Virgo Bay, and conduct from that point, a search for the remaining seven members of the "Italia" crew.

Professor Samoilovich reports having received a message from General Noble stating that he is deeply grateful for the rescue and desiring the "Krassin" to search for Alessandri (presumably, says the Moscow message, the Alpinist) but the Professor says that he must first re-coal at Advent Bay.

Alessandri is a matter of fact another member of the "Italia" crew and is one of the party of seven, which was carried away by the dirigible after the gondola broke free.]

Would-Be Rescuers Picked Up.

Later.
An Oslo message states that news has been received from King's Bay to the effect that the "Krassin" has now picked up Captain Sora, with a Dane and a Dutchman, who started on a walking expedition on June 3rd, in search of the "Italia's" walking party.

It will be remembered that the "Krassin" passed a group of men who waved to them while they were heading towards the Viglieri party. It is presumed that these are the men now rescued.—*Reuter*.

In addition to rescuing the Viglieri party the Krassin also took off Captain Lundborg's damaged aeroplane.—*Reuter*.

The Krassin has been ordered to pick up Tchuknovsky, who will then proceed to search for Captain Amundsen and the other "Italia" members of the party. The Malyguin has been ordered to return to Archangel.—*Reuter*.

Search for Amundsen.

The Soviet "Italia" Relief Committee announces that following their rescue of the Viglieri party the Krassin will proceed to search for the other "Italia" aviators, also Captain Amundsen.—*Reuter*.

Fruitless Search.

Rome, July 13.
It is officially announced that Captain Ravazzoni yesterday made a six-hour flight from Tromsø in a Marine seaplane and thoroughly searched the sea fifty miles east and west of the Norwegian coast and as far as fifty miles south of Bear Island. He found no trace of Captain Amundsen.—*Reuter*.

Noble's Health Improving.

King's Bay, July 13.
The Braganza intends to start to the rescue of the aviator Tchuknovsky. General Noble's health is improving.—*Reuter*.

Hsi-shan and Li Chung-yen will also attend.—*Reuter*.

Communications Conference.

Nanking, July 13.
The National Communications Conference is to be held here on August 10. Its aim is the centralisation of railway administration and the safeguarding of communications and funds, the abolition of surtaxes and the suppression of banditry along the railway lines.—*Reuter*.

Foreign Warships.

Shanghai, July 13.
The Evening News says that the Nationalist Government is drafting identical Notes to Britain, America, Japan, France and Italy, demanding the withdrawal of their warships from the Yangtze, pointing out that military operations in the interior have terminated, and that there is therefore no necessity for the protection of foreign lives and property, while their presence is contrary to International Law.—*Reuter*.

THE DISARMAMENT PROBLEM.

STATEMENT IN HOUSE OF COMMONS.

BULGARIA CONSIDERED A TRANSGRESSOR.

OUTSTANDING POINTS.

London, July 13.
A statement on the present position regarding the execution of the disarmament clauses in the Peace Treaties was made to-day by the Foreign Secretary in reply to a Parliamentary question.

He said the Interallied Commissions of Control in Germany, Austria, Hungary and Bulgaria respectively, had now all been withdrawn because they had accomplished their task to an extent which the former Allied Governments considered on the whole satisfactory and adequate.

In the case of all these countries, except Austria, the final detailed reports which the Commissions of Control drew up on the termination of their mission had been communicated to the League Council who, on the withdrawal of the Commission became, under the Peace Treaties, responsible for investigating any subsequent breaches of the disarmament clauses.

As regards Austria, the Commission's final report had not yet been presented to the League Council because there were certain outstanding points regarding the conversion of munition factories to industrial uses, which were still the subject of negotiations between the ex-Allied Governments and the Austrian Government.

As regards Hungary, in communicating the Commission's final report to the League Council, the ex-Allied Governments drew its attention to certain reservations expressed by the commission regarding the application of recruiting laws in Hungary.

Transgression of Law.

As regards Bulgaria, in communicating the Commission's final report to the League Council the ex-Allied Governments drew its attention to the frequency of non-execution or transgression of the new military laws regarding recruiting and Army organisation, although the laws themselves, if loyally observed, were such as to assure a satisfactory application of the Treaty stipulations.

The attention of the Council was also drawn to the fact that the Bulgarian Government had not yet fulfilled its undertaking to revise Article 71 of the Constitution, which asserts a principle of conscription of military service which is incompatible with the stipulations of the Peace Treaties.

As regards Germany, an agreement was reached at Geneva in December, 1926, between the ex-Allied Governments and the German Government whereby, after the withdrawal of the Commission of Control, certain experts were attached to the diplomatic missions of the ex-Allied Governments at Berlin, with a view to reaching an agreement with the German authorities as to the final execution of certain points which at the date of the withdrawal of the Commission of Control could not be regarded as having been completely carried out. Considerable progress has been made in the settlement of these outstanding points, which concern, among other things, the reorganisation of the police.—*British Wireless*.

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